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To consider and take action upon all general questions relating to the navigation and carrying business of the Great Lakes, maintain necessary shipping offices and in general to protect the common interests of Lake Carriers, and improve the character of the service rendered to the public.

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THE HANNA-PAYNE SHIPPING BILL.

Prominent representatives of American shipping interests were heard on Tuesday by the house committee on merchant marine and fisheries, relative to the measure introduced in the Senate by Mr. Hanna, and in the House by Mr. Payne, "to promote the commerce and increase the foreign trade of the United States, and to provide axuiliary cruisers, transports and seamen for government use when necessary."

The main feature of the measure is a graded subsidy to American ships based on tonnage and service. Among those present were ex-Senator Edmunds, of Vermont, who appeared for the shipping interests; President C. A. Griscom of the International Navigation Co.; Commissioner of Navigation Chamberlain, Edward R. Sharwood, secretary of the Philadelphia maritime exchange; Arthur Sewall, of Maine, and President Hyde of the Bath Iron Works.

F. J. Firth, representing the Lake Carriers' Association, and one of its vice-presidents, appeared before the committee. He said his people did not care to have the bill apply to them, but they did want the ocean trade improved by making it possible to build ships in this country and sail them under the American flag. Hundreds of thousands of dollars, he said, are yearly being lost to this country under the present system. If ocean steamers built and owned in the United States were carrying this trade the whole country would be benefited and the lake vessels would get their share.

THE CANADIAN CUP DEFENDER.

The Royal Canadian Yacht Club of Toronto has sent a circular letter to the other yachting organizations in the Dominion, in which it states that in order that the coming contest for the Canadian cup shall be truly international, and that Canada shall be well represented, the Royal Canadian Yacht Club proposes to offer in prize money not less than $1,000 to the winners of the trial races. These races will be held some time in August, and will number five, and the yacht winning three out of the five will be selected as the cup defender to sail against all comers on Lake Michigan.

SHIP CANAL TO THE COAST.

On Jan. 4, the Secretary of War transmitted to Congress the report of the Board of Engineers on a deep waterway to the sea. The work has been confined to the control of the level of Lake Erie, the projected Niagara ship canal, the Oswego route and the route along the St. Lawrence. The work comprises level observations to determine the slopes in the channels between Lake Huron and Lake Erie and in the St. Lawrence river from Lake Ontario to Lake St. Francis. Gaugings have also been made at Lake Erie and in the Niagara river near the entrances of the proposed canal routes from Niagara river to Lake Ontario. The engineers report that the data thus obtained will be sufficient for the complete investigation of the control of the level of Erie and its probable effect upon adjacent waterways. This survey to date has cost $23,743, and it is estimated that it will require $6,800 to complete the survey. Two routes were surveyed for the projected ship canal; one leaving the Niagara river at Tonawanda, N. Y., passing near Lockport and reaching Lake Ontario at Olcott. The other is designated the Lewiston route. Surveys were also made of the Oswego and Lawrence routes. It is estimated that $183,000 will be required to survey these proposed routes.

THE Secretary of the Navy declared, several weeks ago, his intention of nominating Lieut. Hobson, U. S. N., hero of the Merrimac episode, for the position of lieutenant commander, an office equivalent to the one he now holds in the construction department. As the nomination has not been sent in, it is just possible that Hobson's osculatory exploits may have had some bearing on withholding the promotion for the present at all events. Well! it may be of some consolation to Hobson when he thinks that he has kissed not altogether unwisely but too numerously promiscuous.

NAVAL COURTESIES AT RIO DE JANEIRO.

On the night of Nov. 15, the ship's company of the Oregon gave an entertainment at Rio de Janeiro, Brazil, S. A., on board that battleship, at which the sailors of the Iowa and Celtic and those from H. B. M. ships Flora and Beagle attended. The heartiest cordiality was in the spirit of the evening. The performance began at 7:30 p. m. with a grand chorus by sailors of the U.S.S. Oregon. Then followed dances, songs, boxing, bag punching contests and negro minstrels. The whole concluded with a tableau representing Columbia, a soldier and a sailor. The British sailors were particularly enthusiastic in applauding this. The News says: "Every one present sang 'The Red, White and Blue,' at the finish, but the gratifying finish was not yet. As the sailors of the British ship went over the side, the Anglo-Saxon strain showed itself most cordially. The boats of the Flora and Beagle pulled off a bit and the men rested on their oars. A fresh young voice suddenly rang out on the night air: 'Three cheers for the Americans. Hip, hip, hurrah!' and the British sailors cheered like mad. 'Three cheers for the Britishers!' came from the American warship, and the throats of two thousand could scarcely give a louder cheer. Then from the British boats came 'three cheers for an Anglo-American alliance!'and then the welkin rang over the placid waters of Rio harbor, and before the Corcovado could give back the echo, 'three more' were called for and still 'three more.' Jonathan and John had their hearts in their throats and those lusty cheers are not likely to be stopped by any of the mountains of the world, and will sweep over many waters."

A NURSERY FOR THE MERCHANT SERVICE.

Consul Heenan, of Odessa, Russia, has transmitted to the State Department a translation of the regulations established by imperial authority for the management of an institution recently organized in Odessa having for its object the training of young men in the theory and practice of navigation, in order to make them competent for service as masters and mates of Russian merchant vessels. Consul Heenan says he thought it advisable to bring the knowledge of this establishment to the attention of the United States government at this particular time for the reason that it would, in his opinion, be highly advantageous to the future commercial and merchant marine interests of the United States if similar institutions could be successfully established throughout the United States, either as separate establishments or in connection with educational institutions.

"As we, the United States, shall furnish the world with food and manufactured goods," says Mr. Heenan, "both patriotism and profit demand that these products be carried in American ships and that the ships be manned and officered b competent Americans. We move quickly in the United States and it requires but a slight knowledge of our people to predict that in ten years' time we shall have the largest merchant fleet afloat.

"I have been told by Americans who have traveled much in European and Asiatic water that an American ship is rarely met with, and certainly my own experience as consul at Odessa during the past 13 years confirms this statement. I have never on a single occasion seen an American ship in Odessa harbor, and yet, during the year 1897, the official returns show that 1,192 steamers and 34 sailing vessels, having an aggregate tonnage of 1,761,339 registered tons entered this harbor. Of these, 663 steamers, having a registered tonnage of 1,050,028 were British.

"Under the circumstances, it is not surprising that the Russian government is now admitting ships for the Russian foreign and domestic trade free of duty, and is also establishing and endowing marine schools for its coming merchant marine officers."

NEWS AROUND THE LAKES.

BUFFALO.

Special Correspondence to The Marine Record.

The Merchants' Exchange endorsed the Hanna-Payne bill this week for the betterment and upbuilding of United States oversea tonnage.

A dispatch from Rochester says that the Rochester Yacht Club will be represented by a boat in the trial races for the Canadian cup challenger at Chicago.

I now hear a report that the Cleveland contract which Edward Gaskin, manager of the Union Dry Dock Co., was to, or had received, is not for a steamer but a medium sized steel tow barge and even at that, the contract is not yet given out.

The Conneaut Post Herald, of Saturday, says: "Managers of the Cleveland and Buffalo passenger and freight line visited Dunkirk, Friday, in consequence of the demands upon the company to stop their boats at that place the coming summer. We would suggest that our board of commerce correspond with this same company and try to induce them to stop their boats at our port the coming season. Aside from the passenger and freight business which would naturally come to them, no place on the lake can offer better excursion facilities than can Conneaut with its new park. drives and other attractions, which are appreciated by excursionists.

The rumor set afloat a week or two ago that the Union Dry Dock Co. would soon have another contract is, I hear, likely to eventuate in the placing of an order for a steel steamer of about 3,000 tons, and to be especially fitted for a short trade. With the new 400-foot steamer on the stocks for the Western Transit Line and a boat of the foregoing named capacity, say about 360 feet in length, the Union Dry Dock Co. will have more new work on hand than they have had for several moons past. Given the facilities, we have enterprise and capital enough, there is no reason why Buffalo ought not to equal Cleveland or Detroit in the shipbuilding industry—time was when it exceeded both of those ports, and it may roll around again, who knows?

Capt. Jacob Imson, who died this week, was, in the days of his active life, one of the best known men on the Great Lakes. He was born on a farm in Central New York, eighty-four years ago, but early adopted the life of a seaman. He came to Buffalo and shipped as a deckhand. He gradually rose in his business until he became captain of the same vessel. He acquired an interest in several vessels, later becoming owner of the propeller St. Joseph, which he built in 1846, and which was then the largest boat on the lakes. Later, he bought the Buckeye State and carried passengers and freight between this port and Cleveland. When Capt. Imson retired, nearly twenty years ago, he had accumulated a competency.

It is said that there is some prospect of an increase in the Lake Erie canal ferry business. The service at present is only between Conneaut and Port Dover. Last fall Hingston & Woods, who had done the dredging at both these ports, went to Port Stanley and prepared that harbor for similar service. It is arranged that the section to the northward of that port in Canada shall be supplied with coal by this new route, and next season the same dredging firm will go to Port Burwell, another Canadian port, and restore its harbor for the same work. It is arranged that the car ferry Shenango No. 1 shall call at all these ports for awhile, but eventually another ferry will be built especially for the service. It is also proposed to connect with Erie, Pa., or Dunkirk, N. Y., for hard coal, and to run these ferries the year round if not prevented by ice.

Messrs. Johnson & Higgins' branch office at this port will soon be no more. The following circulars are being sent out: "We take pleasure in announcing to you that since the 1st prox. our interests and business upon the Great Lakes are in the hands of Messrs. Smith, Davis & Co., of this city, who have been so long and favorably known in connection with lake insurance matters. E. J. Schriver, Esq., who represented Johnson & Higgins after the retirement of Mr. Fred Gordon, will return to the head office at 69 Wall street, New York, after the settlement of accounts and winding up of outstanding matters. This change is evidently in the interests of economy, and certainly a continuance in the lake field of the British underwriters represented by the New York insurance brokers and average adjusters, Messrs. Johnson & Higgins.

THE NEW WEST SUPERIOR DRY DOCK.

Capt. Alex. McDougall, general manager of the American Steel Barge Co., W. Superior, Wis., states that the new dry dock, work on which has been already commenced, will be the largest and most convenient on the chain of lakes.

The general dimensions are to be 606 feet in length, 110 feet wide, 65 feet at gates and 17 feet on the miter sill. The estimated cost of the dock is $200,000, and machinery equipments, etc., $50,000 making a total cost of a quarter of a million dollars.

It is now expected that by pushing the work vigorously the dock will be ready to operate within the year. Regarding this feature, however, Capt. McDougall is quoted as aying that the large, new dry dock will be built in a shorter time than any dry dock that ever was built in the world." This being the case, or assuming the successful completion of the dock within the specified time, the head of the lakes will score one more record-making attribute.

DETROIT.

Special Correspondence to The Marine Record.

Capt. Henry Rose, a veteran lake master, died at this port Saturday. He sailed the lakes 45 years.

West Bay City is to have a lot of repair work this winter besides the two large wooden vessels now under construction at the Davidson yards. The Athens, Armenia, Robert Holland and Lizzie A. Law will be thoroughly overhauled and given all necessary repairs and new work.

According to private advices received from New York City, the officers of the Atlantic Transportation Co., hope to secure money enough in a few days to settle all claims and take all of the vessels under contract. Should they not be able to accomplish this object, the owners of the vessels will be notified, so that they may protect themselves.

There is nothing in the story that the Toledo & Ann Arbor Railroad were about placing an order for a powerful ice breaking tug. The Craig Ship Building Co. promptly made denial when it was said the contract had been placed with them. I have positive information that there is nothing in the deal at present nor is such a boat in contemplation at this time.

Commodore S. H. Ives, of the Detroit Yacht Club, may have a yacht in the trials for the Canadian cup challenger. He is figuring out a model with Capt. Boston, and the proposed method of construction will be unique. The boat is to be of mahogany veneer, built around a temporary frame, and when the outside is done the permanent frame will be put in. Joe Bulliott has submitted a model for a challenger for Toledo yachtsmen, who commissioned him to build the boat.

The Star Line management have perfected plans for the building of the largest side-wheel passenger steamer on fresh water. The new boat, it is now figured, will be 341 feet over all, and 329 on water line, a beam 40 feet, overguards 75 feet, depth of hold 12 feet 10 inches, and a draught 8 feet. She is to be modeled closely after the New York, a strictly modern day boat on the Hudson river. Her furnishings are to be magnificent throughout. The intention is to run her between Detroit and Port Huron, and place the Greyhound on some other route. The latter steamer is now receiving a new engine and feathering wheels at a cost of $30,000.

Mr. Martin Mullen, the coal shipper and fueling agent of Cleveland, is no doubt the finest and best amateur billiard player in the country, at least there is nothing, or no one connected with marine interests that has any business with him at the cue. We have a Michigan off-set though, in J. J. Lynn, of Port Huron, he being the owner of the finest strain of fox terriers in the United States. All the sailing community know Lynn, the marine reporter, agent, etc., at Port Huron, and those who don't know James are probably acquainted with his brothers. There is a good deal of talent and celebrity floating around in the sailing fraternity that is not much talked of.

The Detroit Harbor of the Masters and Pilots' Association has fitted up attractive quarters in the old Board of Trade rooms, corner Jefferson avenue and Griswold street, and a good program of winter sports is arranged. The following officers were elected this week: Captain, H. C. McCallum; first pilot, B. F. Ogden; second pilot, P. H. Treysize; purser, D. A. McLachlan; captain's clerk, E. A. V. McLachlan; chaplain, L. S. Pickell; quartermaster, starboard, H. J. Fortain and William Wilson; quartermasters, port, J. B. Foote and J. Sweeney; saloon watchman, L. P. Scancrainte; forward deck watch, David Sidney; trustee for three years, S. H. Currie; delegate to the national convention at Washington, H. C. McCallum; alternate, B. F. Ogden.

Under the caption of "A Popular Mariner" the Sault Ste. Marie News says: Capt. John W. Duddleson, the gallant commander of the staunch ship Waldo, arrived home Thursday to remain until the opening of navigation. Capt. Duddleson is one of the best and most popular of the lake captains and has had an unusually enviable career. He is an old winter sailor and so knew how to avoid the dangerous ice jam in Lake Erie that wound up the season in such a dramatic manner. Not only is the captain a skipper of note, but he was one of Gen'l Kilpatrick's dashing cavalrymen and went with Sherman to the sea, participating in among other historic events, Rousseau's famons raid, which cut off Atlanta's last avenue of supplies during the siege. Capt. Duddleson is warmly welcomed home for the winter by his many friends and admirers.

It is true enough that the railroads have agreed upon acting jointly in their efforts to span the river with a bridge. It is equally true that some of the vesselmen are not so dead set against the project as they were in years gone by when vessels of less than half the size we have now were floating around. A string of several vessels in a tow was always found a strong argument though against the bridge. Now it is said that with a draw of 1,200 feet in the clear that vessels would have a wider channel than in many other places on the lakes, or rather their connecting waters. The bridge question was kept alive for a quarter of a century, and whether it will or will not be eventually built rests at the option of no one man, or score of men. The Lake Carriers' Association, Chambers of Commerce, Boards of Trade and kindred associations have downed it repeatedly, scotched, and laid it on the shelf, so to speak, but it keeps bobbing up with renewed vigor each time. The coming fight is to be the biggest and the most closely contested that has ever been fought, at least so states one of our most conservative vessel owners here and a man too that wants vessels to be given every preference, at the same time he is liberal minded.

CHICAGO.

Special Correspondence to The Marine Record.

A large steel tow barge is being figured on for Cleveland owners. It is understood that she will be kept on the route between Lake Erie ports.

The rate of 2¾ cents on corn for spring delivery has been offered this week but owners are holding out for 3 cents and it would appear rightly so, too, for tonnage is not too plentiful and it is likely that winter storage will be at a premium later as receipts are coming in freely.

The tug C. M. Charnley caught fire while three miles out in the lake and burned on Wednesday. Two tugs put out to her assistance, and after a struggle through the ice managed to pick up the men and extinguish the flames on the boat. The entire upper works were burned away.

There is a rumor here that the Chicago Ship Building Co. have the contract to build a 350-foot side-wheel passenger steamer for the Star-Cole Line, of Detroit. I am not as yet able to confirm or deny the report. The Star Line have been talking about such a craft ever since the Greyhound went through herself and demolished her engines. Moreover, a fine, modern, speedy passenger boat is about required on the river route at this time and a contract if not placed already no doubt soon will be.

The Dunham Towing and Wrecking Co. are making repairs to the steamer Scranton, of the Lackawanna line. She is receiving some new shell plates and frames forward. The tugs Hackley, Crane and Perfection are chartered by the city for winter work at the water works cribs. The steamer Lagonda was towed to South Chicago this week where she will be dry docked for repairs. The schooner Tasmania was transferred on Tuesday from the E and F grain elevator to the Anchor line dock where she will likely remain for the balance of the winter.

Of course next fall is a long way off yet, but not any too much time either for yachts to be built, and those built altered, changed in lines and rig, and tested to sail by next July, ready to compete for the Canadian cup. In looking the matter up, Commodore Morgan, of the Chicago Yacht Club, finds that any yacht built in the United States is, or will be eligible to enter the races to be sailed off this port. This gives an opening to the eastern owners and builders, and a Rochester syndicate is already interested in the international competition. Let the race go to the swiftest, or best handled yacht, as of course it will, just the same it is going to create no end of interest and enthusiasm among lake yachtsmen of all degrees.

The event of the week, in the neighborhood of South Water street, was the ball given by the well-known firm of George B. Carpenter & Co. to their employees. The sail loft was handsomely decorated with bunting and illuminated with lights electric, the floor, as smooth, clean and polished as a hound's tooth, left nothing to be desired in that direction and as the senior member of the firm led the grand march with one of the young women engaged in the sail loft dame nature seemed to lift a couple of decades of years off his shoulders. George B. Carpenter, Jr., as floormaster, ably assisted by Miss Fairbank, daughter of N. K. Fairbank, kept all hands toeing the mark all evening. Not for one moment did the floor masters rest, and their efforts were crowned with success, judging from the enjoyable time every one appeared to be having. Dance programmes of the most elaborate character were distributed among the dancers by one of the office boys, who grinned and hung his head when that portion of his anatomy was visible from behind a big necktie. The feast prepared for the closing feature of the evening's entertainment was on the same style as is set by Kinsley for dinners and banquets in Prairie avenue and other fashionable precincts of the city. A feeling of good-fellowship and good-girlship in the ship-chandling loft was remarked about by the few outsiders fortunate enough to receive invitations to the happy event.

PORT HURON.

Special Correspondence to The Marine Record.

There is some floating ice in the St. Clair river, but the steamer Mary is making regular daily trips.

The Thompson Tug Line have rebuilt the tug Brockway, and are rebuilding the L. Dominick, as well as thoroughly overhauling and renewing parts of her machinery.

Ed. J. Kendall would like to dispose of a couple of handy farms to any sailors who are ready to retire from sailing. P'raps there's not so much difference between plowing the lakes and plowing the land as some people would have us believe, in any case a fellow can sleep in all night.

Hosa Maines, who for the past twelve years has been engineer of the tugs Kittie Haight and Fred A. Lee, has been elected sheriff and taken charge of the office. It is to be hoped that any derelicts, or castaway sailors that fetch up at the Hotel de Maines will be given a fair show for their white alley. From marine engineer to sheriff is quite a change of occupation of course, but the election done it.

At a regular meeting of lodge No. 2, Shipmasters' Association, held at their rooms Thursday afternoon, Jan. 5, the following officers were installed for the ensuing year: President, Geo. W. Pierce; first vice-president, A. C. May; second vice-president, H. Maitland; treasurer, Henry Davis; recording and financial secretary, M. A. Budd; chaplain, P. F. Powers; marshal, Ed. Johnson; warden, Jas. Fleek; sentinel, J. E. Reynolds.

At a meeting of the Common Council, held on Tuesday evening, a committee was appointed to assist the Jenks Ship Building Co. in securing a location for its new shipyard on St. Clair river. If the company can secure the right kind of a location it will engage extensively in the building of steel ships. It is said that one location offered is suitable with the exception that a restriction is placed upon the kind of business to be transacted It is hoped that satisfactory arrangements can be made to indu e the company to locate its new shipyard in the vicinity of Port Huron. They may locate on the Avery farm just north of Dunford & Alverson's lower dry dock. Outside capitalists have offered the company a free location.

CLEVELAND.

Special Correspondence to The Marine Record.

Capt. Sinclair and Capt. Herriman, of Chicago, were among our visitors here this week.

Capt. John Mitchell is among those who have to keep below for a couple of days, on account of the weather. Capt. Geo. P. McKay is also resting under the lee of the long boat until his health gets a little more robust.

There seems an absence of interest in the candidacy for president of the Lake Carriers' Association this year. The last name I have heard mentioned is David Vance, of Milwaukee, but there is no enthusiasm centered on any of the several mentioned availables.

Mr. A. Montgomery, representing the American Steam Packing Co., Boston, Mass., is at present on a western tour on business for his firm. Mr. Montgomery, who is a marine engineer of wide experience and affable manners, called on users of their piston packing in Cleveland on Tuesday and left in the evening for Toledo, going from there to Chicago.

The number of vessels wintering at Ashtabula harbor is smaller this season than for many years past, although there are some of the largest steamers in the fleets as follows: Corsica, Corona, Cambria, James Watt, Sir Wm. Fairbairn, Roumania and C. B. Lockwood; barges, W. Le Baron Jenny, J. J. Barlum, Grampian and whaleback, No. 101.

The wooden schooner Owen, now in the Ship Owners' dry dock, is considered a constructive total loss, and rather than repair her the Chicago vessel register and classification society want to sell her. This would be a good chance for Mr. Besse, of the Atlantic Transportation Co., to get a cheap, wooden barge, if he could only get the receivers for his company to think so.

Sixty cents for ore from Lake Superior and about four million tons placed is what the present week has developed. Last season the rate opened at 60 cents with slow takers at that. Owners are no doubt scared that vessels handled by mine owners will do all the carrying if they don't get in out of the wet, though one owner spoke of the season charters at 60 cents as being scandalous.

On Monday evening, January 9, Harbor No. 42, American Association of Masters and Pilots, will nominate and elect officers for the ensuing term. The quarters of the association, at 92 Superior street, have been refitted this season, a chart room arranged and a billiard table added to the outfit. The harbor has now nearly 100 members and an accession to the ranks is looked for this winter.

Work at the dry docks is keeping as busy as ever, and the three docks of the Ship Owners Co. have each a vessel to take care of. At the upper docks, Nos. 1 and 2, is the whaleback No. 127 for repairs to bottom damage, about 20 plates having to be removed. The steamer W. D. Burroughs is receiving some new outside planking and calked all over; the Neosho for bottom calking, and the schooner Geo. D. Owen in No. 3 dock for practically a rebuild, after being stranded for several days off Ashtabula.

Mr. A. Osier, western representative of the well known house of DeGrauw, Aymar & Co., New York, visited Cleveland this week in the interests of his firm and reports business as being fairly active in his line. De Grauw, Aymar & Co. are sole manufacturers in the United States for Tyzack's stockless anchors, and while a few of the so-called patent stockless anchors have been condemned, after due trials, as being but indifferent ground tackle, the Tyzack, it is learned, is not only a highly satisfactory stockless anchor but it is coming more into favor every day.

By including the tonnage of the Huron Barge Co., the Interlake Co., and the American Steel Barge Co., there is handled in the office of the Minnesota Steamship Co., (Messrs. Pickands, Mather & Co.,) a total of 85,380 tons, valued at $6,000,000 showing a mean ton valuation of nearly $71.50 per ton for the entire fleet. The largest steamer line out of New York, the Morgan line is credited with only 38,000 tons or 2,000 tons less floating property than the American Steel Barge Co. is rated at, and 27,000 tons less than that of the Bessemer Steamship Co., which is placed at 65,000 tons.

A vote of thanks has been tendered by the owners of vessels to Messrs. Coulby, Davidson and Westcott, for the able and economical manner in which they released the ice-bound fleet on Lake Erie last month. Their report shows that 104 vessels were released, fueled, provisioned, etc., at an aggregate cost of $16,000, or about $150 for each vessel. Pickands, Mather & Co. contribute for 15 vessels and their cheque as well as Capt. Thos. Wilson's and Capt. Davidson's, has already been placed in the hands of the treasurer, Capt. W. C. Richardson, whose secretary, Mr. W. E. Chapman, will collect and disburse the entire fund.

FLOTSAM, JETSAM AND LAGAN.

Owing to the recent death of Mr. David Kahnweiler, 437 Pearl street, New York, the firm name has now been changed to David Kahnweiler's Sons.

On board ship a wife was trying to comfort her seasick husband and change the current of his thoughts. "Darling, has the moon come up yet?" she asked. It has, if I swallowed it," was the weak-voiced reply.

The proposed ship canal from Manistique to Munising, which it was thought would be pushed and nearly completed this winter, has been shown as practically unfeasible by engineers who have looked over the ground which was laid out as the proposed route, and the project is in a fair way to be abandoned.

London Punch, in a cartoon illustrative of the "Piping Times of Peace," attaches this legend: "Peace (to Vulcan)—I suppose this disarmament proposal has seriously interfered with your trade? Vulcan the Armorer—Lor' bless you Miss, never was busier! Got a nice little order from Russia only this morning!

The steam launch, Wanda, the property of T. Eaton, Esq. Toronto, recently built by the Polson Iron Works, Toronto, is being remodeled, and fifteen feet added to her length. Her speed will be increased to seventeen miles an hour. A number of staterooms will be added, and when finished she will be one of the prettiest yachts afloat on Muskoka Lakes.

Why not have a dry dock at Marinette? There are not more than three or four ports on Lake Michigan or its bays that have more tonnage arriving and departing in the course of the year. Many vessels that belong here go elsewhere for repairs which might better be made at home. Will our moneyed men look into the matter?—The Eagle, Marinette, Wis.

The stock of grain at Duluth, including the grain afloat in the harbor, amounts to 4,019,799 bushels or an increase of 310,521 bushels over the preceding week. The amount stored afloat in the harbor is figured at 267,708 bushels and other stock in store at 3,752,091. The aggregate storage is apportioned as follows: Corn, 1,536,213 bushels; oats, 249,742; rye, 75,927; barley, 422,694; flax, 931,150.

The coast steamer La Grande Duchesse was fitted with the Babcock & Wilcox water tube type of boiler, but after about a year's trial they were removed and replaced with Scotch type boilers fitted with Ellis & Eaves' induced draft. The Belleville boilers on the Northern Line steamers North West and North Land have also given untold trouble to the engineers and owners of the boats.

The Minnesota Iron Company has sold the lease of the Norman mine to the Oliver Iron Mining Company. The Norman is owned by Giles Gilbert and others. The owners receive a royalty of 20 cents on an output of 100,000 tons annually. The Norman joins the Lone Jack and it is said for this reason the purchase was made more than because the Oliver people are in need of the additional ore.

The automatic releasing hook for boats' davit tackle blocks as manufactured by the Standard Automatic Releasing Hook Co., 22-24 State street, New York, is now being used largely in the navy. By this appliance, the boat is under control from the deck and is easily as well as rapidly lowered and automatically released from the tackles as soon as the boat touches the water at either end. This device was highly spoken of in a paper read by Arthur B. Cassidy, U. S. N., at the sixth general meeting of the Society of Naval Architects and Marine Engineers in New York.

At a meeting of the Ashland, Wis., Chamber of Commerce held last week the subject of a dry dock and steel shipbuilding and repairing plant was considered. A number of outside capitalists have been approached on the subject and they are all of the opinion that it would prove to be the best paying investment that could be made. There is only one dry dock on Lake Superior, and it is constantly busy night and day and affords big dividends on the investment. The plan is to organize a stock company and interest capital from lower lake ports. It is expected that an investment of $300,000 would be required.

About 1,100 British seamen lose their lives by drowning every year—an average of three per day. The number is a decreasing one, for, prior to 1887, the average was five per day. The loss of seamen's lives in British vessels was, in 1871-75, 9,715, against 7,965 in 1876-80, and 7,376 in 1881-83, or a total for the thirteen years of 25,056. Whitaker gives the number of steamers and sailing vessels in the world as 28,351 of 25,957,451 tons, of which 11,237 of 13,482,876 tons were owned in the United Kingdom and her colonies. There are only two other nations possessing over 2,000,000 tons of shipping, namely, the United States, with 2,326,838 tons, and Germany, with 2,029,912 tons. Two other nations have over 1,000,000 tons each, namely, Norway, with 1,634,498 tons, and France, with 1,162,382 tons.

Not much of value has been obtained from the wreck of the Infanta Maria Teresa, according to a report from United States Consul McLain, at Nassau, N. P., who was charged by the State Department with the task of reclaiming such of the property as could be saved. His report just received at the Navy Department shows that the marshal of the admiralty court had gathered a lot of flotsam, jetsam and lagan, such as pieces of rope, boxes of candles, groceries, canned goods, lanterns, etc. The valuation placed upon them was $400, half of which sum would under the law belong to the salvors. The consul said that he would withhold from sale an American flag, and improving his recommendation, the Navy Department cabled him also to withhold from sale with the American flag a British ensign which was among the articles recovered.

SHIPPING AND MARINE JUDICIAL DECISIONS.

Specially written for The Marine Record:

Under a policy of insurance, which applies distributively, the insurer is entitled to credit for the value of articles saved. Canton Ins. Office, Limited, vs. Woodside et ux., 90 Fed. Rep. 301.

A stipulation in a policy of insurance, which is in the nature of an exception to the liability of the insurer, is construed strictly against him. Canton Ins. Office Limited, vs. Woodside et ux., 90 Fed Rep. 301.

Salvage contracts should, prima facie, be enforced, and it devolves upon a defendent to establish grounds which render the one in question an exception to the general rule. The Elfrida, 19 Sup. Ct. Rep. 146.

The rule that the written parts of a contract control the printed parts is subject to the rule that words of exception in an insurance policy, if doubtful, are to be construed most strongly against the party for whose benefit they are intended. Canton Ins. Office, Limited, vs. Woodside et ux., 90 Fed. Rep. 301.

The powers of an admiralty court in proceedings instituted by shipowners, under Rev. St. §§ 4283, 4284, to limit their liability, are as extensive, and its remedies are as effective as those of a court of chancery, where its jurisdiction is invoked in an equitable proceeding. Oregon R. R. & Nav. Co. vs. Balfour, 90 Fed. Rep. 295.

Where an insurance policy issued by an English corporation provides that all claims under it are to be established according to the customs of the English Lloyds, the words of an average clause contained therein are to be understood in the sense given to them by the English law. Canton Ins. Office, Limited, vs. Woodside et ux., 90 Fed. Rep. 301.

Where, in proceedings on the petition of shipowners to limit their liability to libelants of a vessel, their petition is granted, and the fund in court is insufficient to pay in full the amount found due to one defendent, the petitioners can not complain that a portion of it is erroneously distributed to other claimants. Oregon R. R. & Nav. Co., vs. Balfour, 90 Fed. Rep. 295.

A steamer colliding with a schooner on the open sea at night, held solely in fault for failing to observe the schooner's lights, and for leaving a course which would have carried them well clear port to port, and going across the schooner's bow, the latter having kept her course until in extremis. The Gate City, 90 Fed. Rep. 314.

Since a policy of insurance on "personal effects" should be applied distributively to the various articles, a stipulation therein, "Waranted free from all average," does not exempt the insurer from all liability for articles which are totally lost, merely because a few articles of wearing apparel are saved. 84 Fed. Rep. 283, affirmed. Canton Ins. Office, Limited, vs. Woodbridge et ux., 90 Fed. Rep. 301

Where there is a direct conflict of evidence between witnesses for a libelant suing for wages and the captain, the fact that there was another witness, who knew the facts in dispute, and apparently might have been examined by the claimant, will determine the issue in favor of the libelant. The Mary A. Troop, 90 Fed. Rep. 307.

It is not within the discretion of a court of admiralty to set aside salvage contracts in all cases where, after the service is performed, the stipulated compensation appears to be unreasonable. The validity of such a contract is not affected by the fact that more or less work was required than was anticipated when it was entered into. The Elfrida, 19 Sup. Ct. Rep. 146.

The lights of a schooner were not seen by an approaching steamer; that it may have been possible for the schooner's fore staysail to swing so far to port as to obscure her port light; and that this position would, in the condition of the wind, have best aided her progress, is not sufficient to raise a presumption that such was its position, as against the positive testimony of her master that it was trimmed flat, aided by the presumption that the schooner would not so adjust her sails as to hide her lights. The Gate City, 90 Fed. Rep. 314.

The rule requiring a sailing vessel meeting a steamer to hold her course is a broad and general one, intended to put the burden of avoiding a collision upon the steamer; and, if the sailing vessel departs from the injunction, the burden is on her to show some reasonable excuse therefor. A disregard of the rule, not demanded by a clearly existing exigency, should not be excused. Therefore, she will not be held in fault for adhering to her course, although the steamer seems to be maneuvering in an uncertain and dangerous way. The Gate City, 90 Fed. Rep. 314.

Where the compensation for salvage fixed by a contract is made dependent on success, and particularly on success within a limited time, it may properly be very much larger then a mere quautum meruit, and such a contract will not be set aside, after the service has been performed, on the ground that the sum fixed is excessive, unless corruptly entered into induced by fraud or clear mistake, or other circumstances amounting to compulsion, or when its enforcement would be contrary to equity and good conscience. The Elfrida, 19 Sup. Ct. Rep. 146.

EASTERN SHIPBUILDING.

The Merchants and Miners Transportation Co., will soon give out contracts for three new steamships, in addition to the two now being built by the Harlan & Hollingsworth Co., of Willimington, Del.

At the yard of Neafie & Levy's Ship and Engine Building Co., Philadelphia, there is an activity which has not been seen there for years. More than 750 employes are now on full time, and the company is full of orders. Among the recent orders are two tugs for the Reading Railway Co. The larger is intended for coastwise towing, and is 170 feet in length, and the other, to be used in harbor work, is 92 feet long. The company has also obtained orders to build for the government three torpedo boat destroyers, of 450 tons each, with the speed of 29 knots an hour. With the Long Island R. R. Co., they have closed an order to build a powerful tugboat, 112 feet long, of 700 horse-power.

The extensive repairs to the transport Mohawk, which have been in progress for several weeks at the Bath Iron Works, Bath, Me., are practical y completed. The engines have been given a dock trial and found to be in perfect working order. It is more than three months since the ship arrived at the Kenebec yard, and the contract for changes on board at that time amounted to $85,000. Other alterations came later, however, making the contract price amount to $135,000.

The U. S. government has closed a contract with Francis Bros., Ship and Engine Builders, of Kensington, for the construction of a disinfecting floating quarantine station, similar to the Protector, built last summer, and which has been of great service. The new craft will be practically a disinfecting vessel and will be larger and better equipped than the Protector. The dimensions of the hull will be 160 feet over all, 32 feet molded beam and 12 feet 6 inches depth of hold. There will be propelling machinery sufficiently powerful to enable the vessel to move from point to point in any harbor where the station may be located. On long voyages the qurantine station will be taken in tow.

The tugboat being built at Charles Hillman & Sons' Ship and Engine Building Works for the American Gold Dredging Company has been named the Nellie Gazzam. The hull is of steel, 65 feet in length, with 14 feet 6 inches beam and 6 feet 9 inches depth of hold. The engine is of the compound type, 9 and 18 inches diameter of cylinders by 12 inch stroke. The other ve-sel for the same company, also nearing completion, is a dredge, to be used on the rivers of South America. The hull is 90 feet long, 38 feet wide and 7 feet deep. The Marion Dredging Company will put in the dredging apparatus when the boat is finished.

The new steamer for the New Haven Steamboat Company, is being constructed at the yard of the Maryland Steel Works, Sparrow Point, Md. The designer of the Richard Peck, Mr. Smith, has the new boat under his charge. She will be similar to the Richard Peck, but 10 feet longer.

The Harlan & Hollingsworth Co., of Wilmington, Del., has received the contract to build a second large steamship for the New York and Porto Rico Steamship Co. (Miller, Bull & Knowlton, New York). The new ship will be a sister ship to the Ponce, now building for the same company, and will be known as the San Juan. She will be 335 feet in length, 42 feet beam and 19 feet 10 inches deep. The engines are of the dir ct, triple-compound inverted cylinder type, with cylinders 24x38x62 inches, with a stroke of 42 inches. The boilers are of the Scotch type, 14 feet 6 inches in diameter and 11 feet in length and must give a working pressure of 180 pounds to the square inch, and will be fitted with the Ellis-Eaves induced draught. The dynamo will be capable of furnishing 200 lamps of 16 candle-power each, besides supplying a powerful immense searchlight. The frames for the deckhouses of the steamship Kershaw, building for the Merchants, and Miners' Transportation Co., are nearly all in position and the joiner work on the vessel is being pushed forward with all possible dispatch in order to arrange for the launch about the middle of this month. Boilers are being placed in the torpedo boat Stringham, now in course of construction for the United States government. The greater portion of the machinery is now in place.

Sawyer Brothers, of Millbridge, Me., have contracted to build a four-masted schooner next season for Captain George A. Tunnel, of Philadelphia. She will be 225 feet in length, 41 feet beam and 17½ feet hold, and will measure twelve hundred tons. The builders have the frame now in their yard for a three-masted schooner of 600 tons, which they will built next season for Captain Crabtree, of Hancock Point, also for a three-masted schooner of 600 tons which they will build next season for Captain Chase, of Hancock Point.

NAVAL ESTIMATES.

In reply to a resolution inquiring as to the cost of the fifteen vessels the construction of which was recommended in his annual report, the Secretary of the Navy sent to the Senate the following estimates:

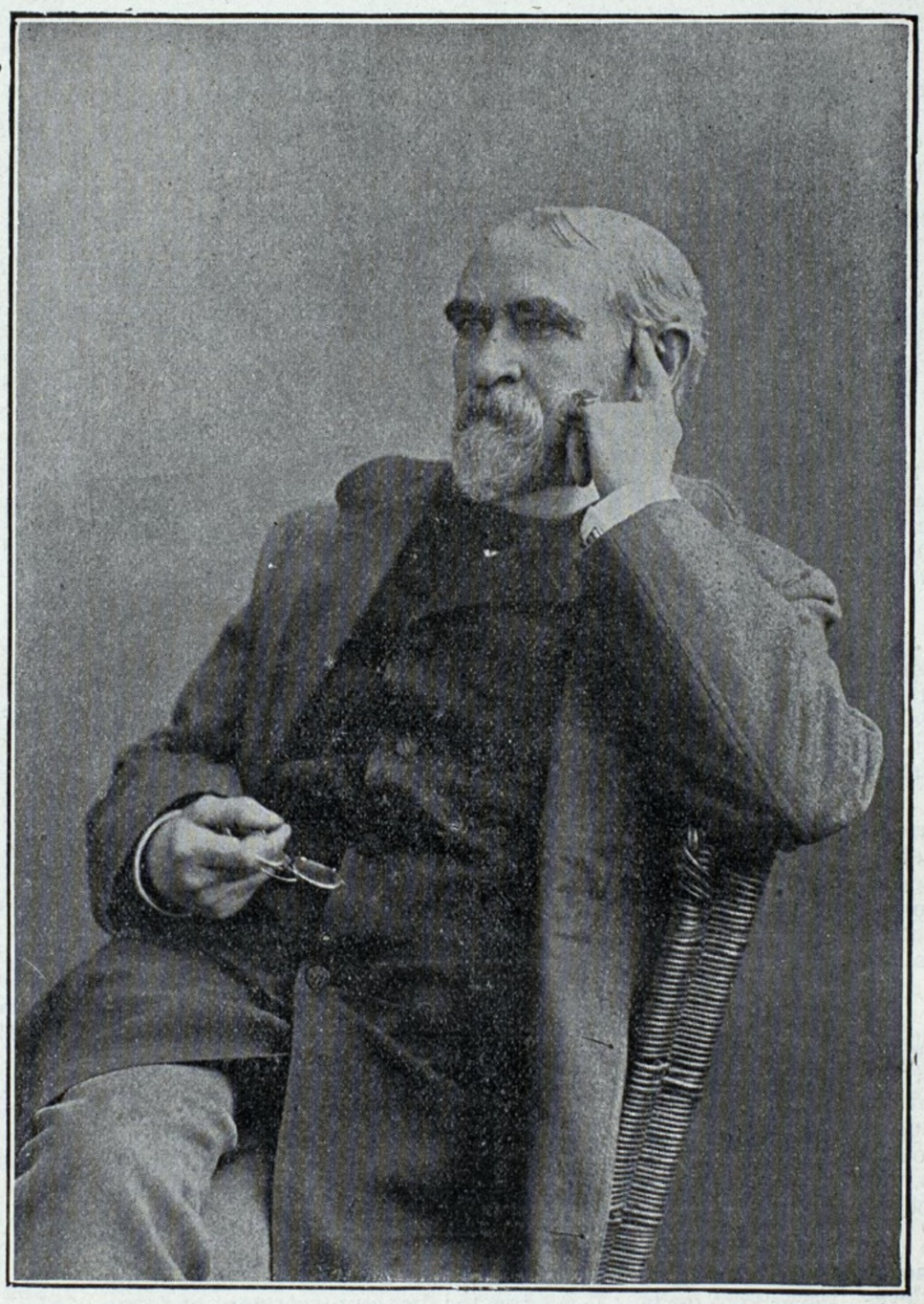
Three sea-going sheathed and coppered battleships of about 13,500 tons displacement, $3,000,000 each; armor, armament, ammunition and stores, $2,290,000 each; total, $17,670,000.

Three first-class armored cruisers of 12,000 tons, $4,000,000 each; armor, batteries and ammunition, $1,300,000 each; total, $5,900,000.

Three second-class protected cruisers of 6,000 tons, $2,150,000 each; armor and armament, $578,000 each; total, $8,184,000.

Six third-class cruisers of 2,500 tons, $1,411,800 each; armor and armament $277,400 each; total, $8,514,200.

Total for the fifteen vessels $50,269,200.



Hon. Richard C. Parsons.

The promoter of the Cleveland Breakwater, Life Saving Station and other important marine developments. Died January 8, 1899.

THE Newport News Ship Building and Dry Dock Company, is constructing a timber dry dock with concrete entrance. The clear length will be 806 ft. The breadth at the bottom is 80 feet, and breadth at the top 162 feet. The depth over the sill is 30 ft. at mean high water, the range of the tide being 3 ft. The bottom will be of concrete, upon piling, and the interior of timber. The caisson will be of steel, with trimming tanks so arranged that it will not be necessary to pump out the water ballast. There will be two centrifugal pumps, driven by upright compound engines, that will pump out 200,000 gallons per minute and empty the dock in two hours. There is also a drainage pump, with 18-in. suction and discharge. The dock will accomodate the largest ocean liners or two first-class battleships.

CONTRIBUTORY NEGLIGENCE.

Mrs Ella M. Lang, whose husband, Joseph M. Lang, lost his life by the burning of the steamer City of Kalamazoo, at South Haven, Mich., two years ago, will not be able to collect the heavy judgment a Circuit Court jury gave her against the H. W. Williams Transportation Company. The company appealed the case to the Supreme Court, and that tribunal this week not only reversed the judgment, but, refused to grant a new trial, thus effectually ending the litigation. The ruling of the court in this case is important to various interests.

The opinion, which was written by Justice Moore, and unanimously concurred in, says that the case was properly submitted to the jury by the trial court, consequently the only question open for discussion was, did the plaintiff make a case which entitled her to recover?

The vessel was taken to South Haven November 22, 1896, and laid up for the winter. All the season Lang had been a member of the engineers' crew, which consisted of five men.

After a part of the crew finished their work they were paid off, and left the boat, the others including Lang, continued to live on the boat. No night watchman was in charge. On Monday morning the boat was discovered to be on fire, and Lang was found dead. The widow's claim was that, as long as a part of the crew remained on board, it was negligence on the part of the company not to keep a watchman.

Justice Moore remarked that it is a significant fact that, notwithstanding our vast inland seas have been navigated for many years by hundreds of vessels, employing thousands of men, the industry of counsel did not enable them to find a case involving the question whether, under circumstances above related, the owner of the vessel is liable. The court, therefore, was compelled to settle the case without the aid of precedents.

While it is true that the record does not show that the captain informed Lang personally that he and the watchman were going to leave, the court concludes that their absence was so open and visible that Lang, by the exercise of ordinary care, would know that they were no longer on the boat. Other members of the crew testified that they knew these people had left, and the court says that it does not seem probable thaton a small boat like this, six out of sixteen men could leave and the others not know it. They all ate in a common dining room.

In view of all these facts the court holds that, if the position were a dangerous one, Lang was as familiar with the danger as any one, and he was under no obligation to remain on the boat if by so doing he incurred a danger. For this reason the judgment of the court below is reversed, and no new trial ordered.

NAVAL AND MERCHANT SHIPBUILDING.

The vessels now laid down or contracted for the Navy during the last three years include more heavy ships and torpedo boats than were authorized during the whole previous period of "New" Navy construction, and so me apprehension is felt that Congress may not grant all the additional ships asked for by Secretary Long. It is said that hesitation on the part of the Congressional committees will be strengthened by the fact that the shipbuilding interests are not so anxious for a large building plan this session as might be expected, and prefer to see any great increase postponed for a year or two. This apparent disinterestedness is said to be due to the large number of merchant contracts the firms have which require prompt execution, besides the eight battleships and monitors. Both the Cramps and the Newport News companies have large orders for coastwise steamers, giving them more private work than they have had for years.—Army and Navy Journal.

THE Gatling steel cast 8-inch gun came to grief on the fifeenth round. After the first test of five rounds made before Gen. Miles, firing was resumed Jan. 4, when ten shots were fired. The charges were normal and ordinarily, the pressures were uniform, but the actual bursting pressure has not been published. Brown powder was used. Dr. Gatling's friends will sympathize with him in his diappointment. Perhaps his well known ingenuity will still enable him to find some means for calling into action in the casting of steel more powerful forces.

ORIGIN OF WEATHER FORECASTS.

Under the above caption the RECORD printed a short article in the issue of December 29 which evidently gave too much credit to Marshall Vaillant at one time the French Minister of War. Professor Cleveland Abbe, of the U. S. Department of Agriculture, Weather Bureau, editor of the Monthly Weather Bureau, dealt with the question more fully in his issue of July, 1898, and through his courtesy we are enabled to give a more full and correct statement of the origin of weather forecasts which will no doubt interest a number of our readers.

Professor Abbe, in his Iowa notes for July, says:

"We note among other things a short extract from Mr. E. J. Prindle's article on weather forecasts, who says: 'The first attempt at scientific forecasting of the weather was the result of a storm which, during the Crimean war, November 14, 1854, almost destroyed the fleets of France and England.' The editor may remark that the distinguished French astronomer, Leverrier, gives some account of the inauguration of daily telegraphic bulletins and weather predictions in France in the historical introduction to the first volume of his Atlas of the General Movements of the Atmosphere. In 1854 he was one of the most active astronomers of the world, but at that time the Paris observatory busied itself only with its own local meteorological observations as a single station. It was Leverrier who noticed the apparent bodily movement of the storm in the neighborhood of the Crimea, in November, 1854, and who spoke of it to the minister of war, Marshall Vaillant, thereby leading the latter to ask him, as the foremost scientist of the French government to investigate that storm, and eventually to organize at the observatory a bureau for the collection of weather telegrams and the prediction of storms. In February, 1855, Leverrier submitted definite proposals for this object, and his system of daily bulletins, for French stations only, began in 1856. In 1858 this bulletin assumed the form of a regular publication, and was eventually extended so as to cover the whole of Europe, and became the Bulletin International. A first weather prediction was attempted by Leverrier in 1857, and regular storm warnings for French ports in 1859. The publication of the Bulletin was soon transferred to the meteorological observatory at Montsouris, under Marie-Davy, and subsequently to the Central Meteorological Bureau, under Mascart, as at present. In 1859 Elie de Beaumont writes that he found the International Bulletin very useful for weather predictions, and Leverrier began his warning dispatches to French ports when storms were apprehend d. Regular weather predictions began to be published in the Bulletin in August 12, 1863. They were called "probabilities," and were signed by Marie Davy; but after a while they began to be signed alternately by G. Rayet and E. Fron. The daily weather chart to accompany the bulletin began with the issue of September 12, 1863.

It is very evident to the careful historian that this great work of Leverrier is not the beginning of the history of modern weather telegraphy and predictions. For many years previous to his work the subject had been thoroughly canvassed in the United States. Leverrier only carried out in Europe the earlier ideas of the Americans, Espy, Redfield and Henry. From 1849 to 1860, the latter carried on telegraphy, maps, and predications at Washington, but without the assistance of government patronage. The history of Glaisher's work in London, 1849-51, has been given in the monthly weather review, 1897, pp. 205-206. Fitzroy began his storm signals in England in 1860, and Buys-Ballot in Holland in 1861. All these co-operated with Leverrier in developing this branch of practical meteorology, but Leverrier was really the third or fourth to enter the field, although he was the first to obtain support from any national government."

SHIPBUILDING IN GERMANY.

The Board of Trade Journal, London, quotes the following from a Foreign Office report by the British commercial attache at Berlin:

At the present moment the shipbuilders of Germany have on hand a very large number or orders for both men-of-war and merchant vessels, and they are, it appears, largely for foreign countries. This remarkable development of German shipbuilding in the last few years has shown that the German industry is now quite on a par with its English rival. The Schichau, at Elbing; the Vulcan at Grabow; and the Germania, at Kiel—are the principal yards for building ships in Germany. Vessels have been constructed for Austria, Norway, Sweden, Turkey, China, Brazil, and recently, Italy, Japan and Russia. Since 1895, German yards have delivered no less than twenty-four men-of-war for foreign navies, namely, three ironclads, ten torpedo destroyers, and eleven torpedo boats; there are now in hand twenty-two other vessels, namely, one ironclad, three large other men-of-war, ten torpedo destroyers, and eight torpedo boats.

The last annual report of the Union of Hamburg Shipping Companies says that the altered position in the United States in the East will necessitate a further increase of protection for German interests by sea in eastern trade. The building of ships, it continues, should be made as cheap as possible, and freight on the State railways plays a prominent part in connection with this subject. A new reduced tariff for iron for shipbuilding has come into force during this year, which is also applicable to articles going to seaports when destined for the building, repairing, or fitting out of vessels for river traffic. Further reductions, however, are urged in order to enable Germany to satisfactorily compete with the United States.

GREAT LAKES SHIPBUILDING, 1898.

During the year just closed, the Bureau of Navigation, Treasury Department, Washington, D. C., assigned official numbers to the following vessels built at ports on the Great Lakes. The complete official record up to December 31, 1898, as tabulated, shows a total of 44 steamers varying in size from 5 tons to nearly 5,000 tons, including one high-classed side-wheel passenger steamer. The aggregate gross tonnage amounted to 48,860 or 36,441 tons net, giving a mean of 1,110 tons for each craft.

In sail and towbarges the years' building shows a list of 13 vessels, two of which are steel barges of nearly 5,000 tons gross, four exceeding 3,000 tons and two exceeding 2,000 tons, or an aggregate tonnage of 28,548 gross and 26,675 net tons which shows a mean of exactly 2,196 tons for each vessel. In unrigged vessels the total is 12 of 1819 tons or a slight average of over 150 tons each.

It should be clearly understood that these figures are official and show each vessel registered for the year, dating from January 1 to December 31, 1898. The total amount of tonnage built and officially known was, therefore, 79,227 tons gross or 64,935 tons net.

IN launching the 14,000-ton H. B. M. battleship Irresistible, at Chatham, England, Dec. 15, the cradle weighed 300 tons and the grease on the launching ways seven tons.

STEAM.

NAME.	Tonnage. Gross.	Tonnage. Net.	Where Built.	Home Port.
William R. Linn	4,329	3,197	Chicago, Ill.	Chicago, Ill.
Gen. John M. Wilson	42	29	Toledo, Ohio.	Toledo, Ohio.
Ella B.	11	8	Buffalo, N. Y.	Buffalo, N. Y.
R. A. Burton	361	330	Buffalo, N. Y.	Buffalo, N. Y.
Wm. McGee	25	17	Buffalo, N. Y.	Buffalo, N. Y.
C. W. Endress	73	50	Manitowoc, Wis.	Marquette, Mich.
Nahma	6	5	West Superior, Wis.	Superior, Wis.
Amazonas	2,229	1,931	West Bay City, Mich.	Port Huron, Mich.
Harry C. Lydon	67	20	Benton Harbor, Mich.	Chicago, Ill.
John C. Mann	33	17	Ashland, Wis.	Marquette, Mich.
Harvey D. Goulder	157	78	Buffalo, N. Y.	Cleveland, Ohio.
Isaac Lincoln	377	250	Marine City, Mich.	Sandusky, Ohio.
Marion	63	43	Buffalo, N. Y.	Marquette, Mich.
Orinoco	2,226	1,928	West Bay City, Mich.	Port Huron, Mich.
William H	39	26	Ashtabula Harbor, Ohio.	Cleveland, Ohio.
Charles F. Dunbar	137	93	Buffalo, N. Y.	Buffalo, N. Y.
City of Erie	2,499	1,280	Wyandotte, Mich.	Cleveland, Ohio.
Clinton	124	63	Mt. Clemens, Mich.	Detroit, Mich.
Louis B.	15	9	Chicago, Ill	Chicago, Ill.
Superior City	4,795	3,694	Cleveland, Ohio	Duluth, Minn.
Ella	25	22	Grand Rapids, Mich.	Grand Haven, Mich.
America	486	283	Wyandotte, Mich.	Chicago, Ill.
Bradwell	45	31	Manitowoc, Wis	Chicago, Ill.
Alexander McDougall	3,686	2,663	West Superior, Wis.	Buffalo, N. Y.
Carrie J	30	26	Grand Rapids, Mich.	Grand Haven, Mich.
Tim Desmond	31	21	Buffalo, N. Y.	Buffalo, N. Y.
Hendrick S. Holden	4,444	3,091	Cleveland, Ohio	Cleveland, Ohio.
Samuel F. B. Morse	4,936	4,301	West Bay City, Mich.	Duluth, Minn.
W. G. Mason	99	54	Port Huron Mich.	Port Huron, Mich.
J. S. Crouse	82	72	Saugatuck, Mich.	Grand Haven, Mich.
Will and Harry	10	7	Ashtabula, Ohio	Cleveland, Ohio.
Mary P. Hall	144	....	Ogdensburg, N. Y.	Ogdensburg, N. Y.
Troy	3,655	2,966	Wyandotte, Mich.	Buffalo, N. Y.
Silver Spray	33	22	Sandusky, Ohio	Sandusky, Ohio.
Huron	1,945	1,309	Lorain, Ohio	Cleveland, Ohio.
Paragon	142	115	Buffalo, N. Y.	Buffalo, N. Y.
A. A. C. Tessler	30	15	Milwaukee, Wis	Milwaukee, Wis.
R. W. Wilmot	569	279	Cleveland, Ohio	Cleveland, Ohio.
C. F. Mischler	18	12	Ashtabula, Ohio	Cleveland, Ohio.
Clarence A. Black	4,521	3,474	Lorain, Ohio	Cleveland, Ohio.
Ann Arbor No. 3	1,677	996	Cleveland, Ohio	Toledo, Ohio.
Alphard	32	21	Manitowoc, Wis	Milwaukee, Wis.
C. J. Bos	34	23	Ferrysburg, Mich.	Grand Haven, Mich.
Presque Isle	4,578	3,570	Lorain, Ohio	Marquette, Mich.

SAIL AND TOW.

Australia	3,745	3,468	Chicago, Ill.	Cleveland, Ohio.
Maida	3,475	3,211	West Superior, Wis.	Ashtabula, Ohio.
David Z. Norton	3,251	2,926	Cleveland, Ohio	Cleveland, Ohio.
Silver Chief	10	10	Charlevoix, Mich.	Grand Haven, Mich.
Chattanooga	2,340	2,266	West Bay City, Mich.	Port Huron, Mich.
Chickamauga	2,473	2,399	West Bay City, Mich.	Port Huron, Mich.
Admiral Dewey	8	8	Detroit, Mich	Detroit, Mich.
Dixie	10	10	St Ignace, Mich.	Grand Haven, Mich.
John Fritz	4,693	4,447	West Bay City, Mich.	Duluth, Minn.
John A. Roebling	4,693	4,447	West Bay City, Mich.	Duluth, Minn.
Nomad	15	15	Chicago, Ill	Chicago, Ill.
Maid	3,804	3,442	Chicago, Ill	Cleveland, Ohio.
Belle W. Culbert	31	26	Michigan City, Ind.	Chicago, Ill.

UNRIGGED VESSELS.

H. B. & B. No. 5	177	177	Buffalo, N. Y.	Buffalo, N. Y.
H. B. & B. No. 6	179	179	Buffalo, N. Y.	Buffalo, N. Y.
H. B. & B. No. 7	215	215	Buffalo, N. Y.	Buffalo, N. Y.
H. B. & B. No. 8	264	264	Buffalo, N. Y.	Buffalo, N. Y.
H. B. & B. No. 11	186	186	Buffalo, N. Y.	Buffalo, N. Y.
H. B. & B. No. 12	186	186	Buffalo, N. Y.	Buffalo, N. Y.
No. 3	89	89	Duluth, Minn	Duluth, Minn.
No. 8	94	94	Duluth, Minn	Duluth, Minn.
No. 7	94	94	Duluth, Minn	Duluth, Minn.
No. 20	109	109	Duluth, Minn	Duluth, Minn.
J. T. Clarke	164	164	Detroit, Mich	Detroit, Mich.
Halcyon	62	62	Alexandria Bay, N. Y.	Cape Vincent, N. Y.

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CLEVELAND, O., JANUARY 12, 1899.

MANY owners profess to be disgusted at the opening rate on Lake Superior iron ore and wonder what their neighbors expect to realize out of such a starvation rate of freight as they have accepted this week.

THERE is an excellent opportunity for the Legislative Committee of the Lake Carriers' Association to endorse the recent recommendation of the Secretary of the Treasury, relative to a system being put in motion for obtaining official statistics of lake traffic and transportation, also the volume of commercial and kindred industrial pursuits.

THE vessel owners have passed a vote of thanks to the Lake Erie ice conquerors and a master has been presented by his compeers with a valuable testimony for personal intrepidity displayed during the freeze-in. It would now be in order to hear from others who were financially interested in the outcome, markedly the underwriters or their representatives.

IF there is one thing more than another which ought to be handled in a radical and thorough manner at the annual meeting of the Lake Carriers' Association, it is the detention on grain cargoes at Buffalo. Demurrage ought to be collected every day and the demurrage for a Sunday paid on Saturday. Viewing the situation over, a keen guesser might predict that the subject if touched upon at all will be handled very gingerly.

REFERRING to the recent exodus of lake vessels to the coast we ventured to say in our issue of December 8th, as follows: "Providing the owners of the vessels chartered by the Atlantic Transportation Co. have secured themselves, the chartering of a fleet of lake craft for coast service may work no injury to lake owners, yet, we cannot but remark that the ideas of Mr. Besse, manager of the Atlantic Transportation Co., seem to us almost idiotic when he undertakes to rush indifferent lake tonnage into coast service. Of course if he has undertaken to keep the fleet fully insured no financial harm can accrue to their owners, but, once past the St. Lawrence rapids, the owners of these boats might as well say good-bye, fare you well, to their light lake-built wooden craft of a bygone age. Rebuild and refastening will be the order of the day in the coast service, until they pan out one by one, or a half a dozen together, and leave their bones somewhere." Since writing the foregoing half a dozen of the craft have been lost, the charterers gone into the hands of the receiver, and the insurance policies canceled. Owners ought now all get together to protect their joint interests, but they won't. The ordinary course is likely to be pursued, and each owner attend to the future handling of his own property, this is the best way too, perhaps.

COMMERCIAL AND TRAFFIC STATISTICS.

It is just as well to remember that it is only during the past few years that lake commercial statistics have been compiled by government officers. C. H. Keep, Esq., Buffalo, and later, Mr. George G. Tunell, Chicago, were given a commission by the Treasury Department to collaborate such data as it was possible to arrive at. It is now several years since Mr. Keep's commission expired, yet he is on record to-day as saying in reply to a request from the Secretary of the Detroit Board of Trade, that:

"It would be impossible for the Lake Carriers' Association to compile complete statistics of the lake traffic or Detroit river traffic, even if it had funds to employ the necessary clerks. When working for the United States government you have the resources of all the custom offices at your command, and the custom officials are directed to give you every assistance, but this they would not do for the Lake Carriers' Association, as it puts them to too much extra work, for which they receive no pay.

Hundreds of vessels each season clear from Buffalo to Chicago and take on and discharge cargoes at intermediate ports without reporting at the custom houses. The custom house figures for soft coal shipped from Ohio ports, therefore, often represent not more than half of the actual shipments, and the error amounts to many hundred thousand tons. The same is true of vessels clearing from Chicago to Buffalo and taking on cargoes at Milwaukee, etc. There is no possibility of Congress requiring vessels to report at the custom houses at intermediate ports. Dispatch is the most important thing in the lake business. Vessels arrive at intermediate ports and take on or discharge cargoes in the night time, when the custom house is not open."

Mr. Tunell, in looking back at the census figures, such as they were, states very pertinently, "that it becomes difficult to understand how, if a fleet of 520,811 tons was kept busy in 1873, moving 9,000,000 tons of freight, one of 557,942 tons could have succeeded in moving over 20,000,000 tons in 1880." To make this grand total every registered ton on the lakes would have had to pass through the Detroit River 36.2 times, or a little oftener than once a week, for a season of eight months. These are statistics with a vengeance.

There are people more or less interested in lake traffic who quote glibly enough regarding statistics, in point of fact, one such was was recently asked by the Secretary of the Toledo Chamber of Commerce to place a total valuation on lake shipping; this was accordingly done off hand, the figures accepted and embodied in some sort of a report to further mislead statisticians.

The report submitted to Congress through the Secretary of the Treasury last February, prepared by Mr. George G. Tunell, of Chicago, under the direction of the Bureau of Statistics, embodies the first serious attempt to describe statistically the movement of merchandise on the lakes. Mr. Tunell summed up the situation by stating as follows: "I must say that the statistics of traffic on the Great Lakes collected by the national government are simply an object of contempt and ridicule among those engaged in transportation." * * *

It was stated in the recommendation of the Secretary of the Treasury accompanying the report as follows: "I can not too strongly urge the expediency of making this commerce a subject of annual record and investigation. The statistics of railway transportation have become a recognized branch of the government statistical service; but the necessary complements, the movement of merchandise on lakes, rivers and canals has been neglected * * * Influences are becoming stronger each year and I believe the time has come when they should be made subject to official record in order that they may be intelligently studied and directed so as to produce the highest benefits to the industrial and commercial interests of the United States."

Such was the summing up of the Secretary of the Treasury nearly a year ago, but we have not learned that any steps have yet been taken in the matter of furnishing commercial and traffic statistics on the lakes.

There is evidently some inertia to be overcome, and no doubt considerable labor to be anticipated by the Senator or Congressman who may bring to a successful issue legislation which will recognize in its entirety the value of collaborating exact traffic figures regarding the lakes, rivers and connecting waters. There is also, on the other hand, the welfare of the country and considerable distinction and renown, if not exactly honor, to be attained by the legislator who will take up this subject, and as we have said, place it in the hands of the government. It is too large a feature, and of too much national importance to be twisted out of all semblance of exactness by irresponsible private interests.

ANDREW CARNEGIE! Commend us to the successful dollar getter. Just imagine the boy Andrew earning a quarter dollar a day becoming a multi-millionaire a few years later, The Scotch mither tel't her bairn to "gang awa sooth Jock, an get all the siller ye can," giving him besides a note of warning about the Southroners. No need for Andrew's maternal ancestor to tell him anything about the West though, he came, saw and captured most every piece of siller he could lay eyes or hands on. Wonderful general of finances to deploy his forces so as to follow the devious and sinuous trail of the elusive bawbee to the point of confiscation. The other hard-headed, obstinate and successfully self-willed Scottish-American declared that "he wad fight it oot on that line if it took a' simmer," he fought it out, so has Andrew. Great merit somewhere in these Scotch-Americans. they are braw laddies usually. Andrew offends our notions though, if an impecunious joker he would be voted a crank. We started out only to say that he was a peculiarity of the genus homo. In the North American Review for January he says: "For many years the United flag has floated from my summer home in my native land, the Stars and Stripes and the Union Jack sewn together—the first of that kind of flag ever seen." Yes! we should say so, too, the bunting is there, perhaps, but no flag. Now if Andrew would but have the Russian bear watching over an embroidered French lily placed on the luff and the Spanish emblem of nationality waving tattered and torn from the fly, passers by might be able to see "where he is at," when around his summer home. Seriously, though, someone ought to tell Andrew that he can't go on settling the fate of nations by weaving, intertwining or sewing national emblems together, like a Joseph's coat of many colors. We don't believe Mr. Carnegie sports a yacht, that may partly account for his ignorance, for, if he went around flaunting a piratical rag at his masthead as he says he does at his "simmer hame," he would be very liable to be brought up all standing like the bold buccaneers of old. One flag, one country, Andrew, that's good horse sense, and it goes.

THERE is a general disregard of how the American ensign is treated, cigar dealers make a cut of it and use it as a label, quack doctors appropriate the form and device for advertising purposes, and politicians descrate the actual emblem by stitching on to the flag the names of their candidates for office. The next generation will, of course, know better, as the stars and stripes are now regularly hoisted from the school-house flag-poles. The respect due the national emblem is better observed across the Atlantic, especially in the case of the British, for, if one of their vessels fly an unauthorized flag national officers, consular or customs, etc., must confiscate such colors and mulct the offender to the tune of $2,500. An unauthorized flag would be one that anything is added to or taken from the national emblem.

THE House Committee on interstate and foreign commerce failed to agree upon the basis of a Nicaragua bill on Tuesday, and voted down two propositions, for a special meeting. The whole question now goes over until the regular meeting Friday.

LAKE REVENUE CUTTERS.

Senator McMillan's bill providing for the appropriation of $300,000 for the construction of three new revenue cutters for the lakes has been introduced in the Senate. This amount is not expected to be sufficient for the completion of the vessels, the intention being to appropriate the balance, as it is needed.

The idea is to have them short enough to go through the canals to the seaboard without cutting in two, as was necessary in the case of the Gresham, Algonquin and Onondago.

WE have been notified by circular letter under date of January 3, that the business formerly conducted by Wm. Porter's Sons, at No. 271 Pearl street, New York City, will hereafter be carried on by a stock company, organized under the laws of this State, under the name of Wm. Porter's Sons Company. The new concern has succeeded by purchase to all the stock, patents, good will, outstanding accounts, etc., of the old firm, and has assumed its obligations. The management of the affairs of the new company will be continued by the same persons so long identified with the old concern.

DREDGING ENGINEERS AND CONTRACTORS.

The annual convention of the Brotherhood of Steam Shovel and Dredge Engineers of America, at Chicago, closed this week after a three days session. Delegates were present from all parts of the United States and Canada. The secretary's report showed the organization in a flourishing condition, the membership having increased 50 per cent. the last year. Resolutions were adopted urging Congress to pass the Nicaragua canal bill, and also that a law should be passed making 8 hours a day's work on said canal. Resolutions were also passed urging Congress to pass the river and harbor bill at the present session of Congress.

Congress was also urged to create a labor commission of three union men to see that the laws in the interest of workingmen were enforced on all government work.

The following officers were elected: President, Charles Rees, Chicago; first vice president, John Miller, Chicago; second vice president, Joseph Maheux, Farnham, Que.; third vice president, William Lucas, Toledo, O.; fourth vice president, R. McClure, Murphysboro, Ill.; treasurer, P. J. O'Connell, Moline, Ill.; financial secretary, D. P. Maher, Geneseo, Ill.; secretary, T. J. Dolan, Jr., Chicago; board of directors, B. F. Barnes, Chicago, Williac Cush, Philadelphia, G. E. Kennedy, Hannibal, Mo., James Casey, Sault Ste. Marie, Mich., O. W. Vandagrit, Bannock, Mont.

PRESENT LAKE SHIPBUILDING CONTRACTS.

The American Steel Barge Co., West Superior, Wis., have on the stocks a tanker for the Standard Oil Co. and a large steel barge, sister boat to the John Fritz, building to the order of the Bessemer Steamship Co., Cleveland.

The Chicago Ship Building Co. have two large vessels on the stocks for Pickands, Mather & Co., Cleveland, and a passenger steamer.

Capt. James Davidson has two large wooden schooners under construction at his West Bay City yard on builders' account.

The Detroit Dry Dock Co. have on the stocks at their Wyandotte yards a side-wheel steamer for the Lake Erie route. The Dixie's engines will be put in her.

The Globe Iron Works Co., Cleveland, are building a steamer to the order of Mitchell, et al., and another large Bessemer line boat.

The Craig Ship Building Co., Toledo, have under construction a moderate sized steel steamer suitable for the Welland canal trade, on builders' account.

The Cleveland Ship Building Co. have on the stocks at their Lorain yards, three steel steamers building to the order of the Wilson Transit Co , Cleveland, Zenith City Transportation Co., Duluth, and Hawgood, et al., Cleveland.

The Union Dry Dock Co., Buffalo, have commenced work on a steel steamer for the Western Transit Co., Buffalo.

DRY DOCK ASSOCIATION OF THE LAKES.

The annual meeting of the Dry Dock Association of the Lakes, held last week at Detroit, resulted in the reduction of the rates. Heretofore the charge for the use of a dry dock has been 7 cents per ton during the summer and 5 cents per ton during the winter months. The new price is 6 cents per ton all the year round. As the summer months were placed at eight and the winter at four months it will be seen that the reduction is a slight concession to vessels. It is also pointed out that taking the year all through just as much dry dock work is now done in the summer as in the winter. The following officers were elected: President, James Wallace, Cleveland; vice-president, R. L. Ireland, Cleveland; secretary and treasurer, H. J. Mills, Buffalo.

SENATOR HANSBROUGH has given notice of an amendment he will propose to Senator Hanna's bill for a subsidy to American veessels engaged in foreign trade. Senator Hansbrough's amendment provides for an export bounty of $2 per ton on all American agricultural products shipped out of the country. He says the exportation of farm articles ranges from $6,000,000 to $7,000,000 annually. We surmise that the amendment won't even see daylight, nor should it.

THE Secretary of War has submitted to Congress the report of the Board of Engineers on deep waterways showing the progress of the work, and requesting that the appropriation for its continuance be made immediately available. The work has been confined to the following specific investigations: The control of the level of Lake Erie, and the projected Niagara ship canal, the Oswego-Oneida-Mohawk route, the St. Lawrence-Champlain route.

THE PRINCIPAL SHIPOWNING LAKE FIRMS.—TONNAGE AND VALUATION.

The following table shows a list of 68 vessel owning firms with the tonnage and estimated valuation of each fleet. The lines trading between Buffalo and Chicago, several of which own large high-classed fleets, are not tabulated, presumably as they are counted in with the transportation facilities of the various railroads operating them:

CLEVELAND.	Tons.	Value.
The American Steel Barge Co.	40,000	$3,000,000
The Minnesota Steamship Co.	36,000	2,200,000
The Interlake Co.	6,061	500,000
Huron Barge Co.	3,319	300,000
Northwestern Transportation Co.	9,969	900,000
The Brown Steamship Co	1,841	200,000
Mitchell Steamship Co.	3,913	340,000
Mentor Steamship Co.	2,481	140,000
Etna Steamship Co.	6,610	450,000
Gratwick Steamship Co.	9,190	540,000
The Minch Transit Co.	2,600	150,000
The Nicholas Transit Co.	11,029	650,000
W. A. Hawgood, manager	8,500	500,000
The Hawgood & Avery Transit Co.	13,500	750,000
Wm. Chisholm, managing owner	5,930	400,000
The Wilson Transit Co.	24,000	1,000,000
M. A. Bradley	40,000	750,000
The Mutual Transportation Co.	14,000	800,000
The Menominee Transportation Co.	15,500	1,000,000
The Yale Transit Co.	2,699	200,000
The Lower Lake Steamship Co.	2,442	225,000
The Cleveland-Cliffs Iron Co.	15,000	850,000
Hutchinson & Co.	10,000	200,000
Rhodes & Beidler Coal Co.	16,200	656,000
Cleveland and Buffalo Transit Co.	6,824	985,000
Bessemer Steamship Co.	65,000	4,000,000
John Corrigan	5,395	270,000
BUFFALO.		
R. H. Hebard, gen'l manager M. St. P. & B. S. S. Co.	7,000	310,000
H. C. French, gen'l manager The Union Transit Co.	12,000	400,000
John Gordon, gen'l manager Great Lakes S. S. Co.	9,000	300,000
J. L. Crosthwaite	5,618	237,000
McGraw Steamship Co.	4,400	250,000
Thomas Cranage	2,300	150,000
Edward Smith	1,300	60,000
Red Star Line steamers, by C. H. Donaldson	4,000	200,000
Erie & Western Transportation Co.	24,047	1,900,000
DETROIT.		
Detroit and Cleveland Navigation Co.	8,431	1,500,000
Parker & Millen	17,938	1,750,000
Northwestern and Roby Transportation Cos.	16,409	1,000,000
Thomas Ada s	5,000	300,000
P. J. Ralph & Co.	3,400	272,000
J & T. Hurley	3,400	130,000
H. & J Candler	1,300	50,000
C. A. Chamberlin	5,000	200,000
Hagan Bros.	3,900	50,000
H. Wineman	4,000	320,000
Whitaker	3,000	75,000
W. Livingstone (Detroit Journal)	4,234	360,000
R. T. Gray	7,000	250,000
Whitney M. and Marshall Transportation Cos.	16,000	750,000
Vulcan Transportation Co.	3,000	100,000
J. W. Westcott.	4,900	297,000
WEST BAY CITY, MICH.		
James Davidson	30,250	1,250,000
F. W. Wheeler & Co.	8,000	640,000
LUDINGTON, MICH.		
Flint and Pere Marquette R. R.	6,801	600,000
MILWAUKEE.		
D. Vance & Co.	17,477	868,000
R. P. Fitzgerald & Co.	9,612	480,000
H. J. Pauly	4,233	175,000
W. E. Fitzgerald	1,800	50,000
Wm. H. Meyer, Managing Owner	5,500	200,000
Henry Leisk	1,500	100,000
DULUTH.		
A. B. Wolvin	25,000	2,000,000
CHICAGO.		
Dunham Towing and Wrecking Co.	5,100	400,000
Goodrich Transportation Co.	8,996	1,000,000
John Spry Lumber Co.	1,031	70,000
Lake Michigan and Lake Superior Trans. Co.	7,380	450,000
TOLEDO.		
Lake Erie Transportation Co.	6,000	450,000
ERIE, PA.		
James McBrier	8,000	500,000
Total	701,160	$42,420,000

THE CLEVELAND YACHT CLUB.

The annual meeting of the Cleveland Yacht Club was held on Wednesday night at the club house, and officers and committees for the ensuing year were chosen. There were about forty members present. The election of five directors to hold office for three years resulted in the selection of G. H. Gardner, J. L. Gobielle, W. R. Huntington, Hon. B. D. Babcock and P. P. Wright. The election of officers resulted as follows: Commodore, G. H. Worthington; vice commodore, Captain Percy W. Rice; rear commodore, W. R. Huntington; secretary-treasurer, A. R. Landreth, Jr.; measurer, E. W. Radder; assistant measurer, G. W. Luetkemeyer; surveyor, H. Richter; fleet surgeon, Dr. E. E. Beeman; house committee, S. G. Overbeke, chairman, J. L. Gobielle and A. G. Macbeth; regatta committee, G. H. Gardner, chairman, W. R. Huntington and P. P. Wright; entertainment committee, A. R. Landreth, Jr., chairman, J. T. Sargent and S. W. Roberts. An endeavor will be made to secure from the government a training ship for this port, and to this end a committee was appointed, consisting of G. H. Gardner, chairman, P. P. Wright and G. H. Worthington.

COMPETITION IN CUBAN IRON ORE.

The iron ore of Cuba, which formerly was shipped solely to the United States, where about 3,000,000 tons have been sent in the last few years, has begun to be exported to Europe. It is well thought of in the United Kingdom, as also in Belgum and Germany, thirty-eight cargoes with 121,925 tons having been dispatched for that part of the world.

The progressive exports of this ore in the last three years have been as follows: In 1895, 74,000 tons; 1896, 115,000 tons; and 1897, 206,000 tons.

The exploitation and shipment is done with little expense, most of the work being automatic. The mines are situated on the southwest of the island, and the shipment is made through the Bay of Daiquiri, on the Caribbean Sea.

The reason of the general good acceptance of this ore is its prime quality. It is an excellent ore for Bessemer steel and one of the best hematites known. The mines are on the surface, the extracting being done in the open air; and thousands of tons of ore are dislodged at a single blast with powerful explosives, after which all that is necessary is to reduce it to suitable size for the ovens. It is carried on inclined planes on trucks to the railroad cars, of 23 tons capacity each, and these discharge into chutes on the company,s wharf, from which it is loaded into the ships.

SHIPSHAPE.

Frank Lombard, a San Franciscan, who has just returned from Manila, tells a story concerning Admiral Dewey. He says: "In Cavite there are no dock facilities. Vessels lie at anchor, and native freight boats, called 'cascoes,' carry things to and from the shore. One of the native officials contracted with Dewey to carry stuff to the flagship. After doing his duty he dressed himself in the latest European fashion to visit the admiral—silk hat, white shirt, cravat, cuffs, etc. When he presented his bill, Dewey remarked that there were numerous over-charges which he could not pay. The freighter captain protested that the admiral was wrong, and that he had agreed to the terms. Dewey politely replied that he would pay the original bill, nothing more. Mistaking the quiet, gentlemanly manner of the admiral as an admission that the admiral might be wrong, the freighter became insulting in his manner and insisted upon payment. With a slight movement of the hand, the admiral remarked to the orderly: "Drop that man overboard." And in a moment the plug hat was floating in Cavite bay, while the insolent native was spurting salt water and swimming to his vessel."

NEW PACIFIC STEAMSHIP LINES.

A contributor to a Russian magazine has published an article setting forth the necessity of organizing a Russian steamship line on the Pacific Ocean, in order to establish communication between Siberia and the United States, to connect with the Siberian railroad. The writer goes on to say:

Foreigners have already established three new steamship lines, having Vladivostock as a terminal point. One of these—the American-Japanese—has for its western terminus San Diego, the most southern port of California, and will work in connection with the Atchison, Topeka and Santa Fe railroad. The steamers will also call at Honolulu. The second, the English-Canadian, will work in connection with the Canadian Pacific Railroad Company, and sail from cities of Vancouver and Victoria; two of its large steamers, about 5,000 tons each, will run regularly from these cities to Hakodadi and Vladivostock. This line is controlled by the Canadian railroad and the Empress line. The reason for its establishment is said to be the rapid development of the Russian Pacific coast and the Siberian railroad, and the demand for American products—among others, wheat, flour, timber and materials for railroads and factories. The third line belongs to the North German Lloyd of the Bremen Steamship Company. It has not yet selected its terminus; its directors are hesitating between San Francisco and Los Angeles.

The longer Russia remains inactive in this direction, the smaller are her prospects of occupying the place which is due her in the transcontinental and oceanic traffic. This inactivity will greatly influence the future well-being of the great Siberian Railroad.

Many of the smaller auxiliary vessels purchased for the war are to be sold by the Navy Department to the highest bidder and shortly there will be put on the market quite a number of fine yachts, tugs and other craft, for which the service has no further need. The fine yacht Mayflower, once the property of Ogden Goelet, and one of the first vessels bought for the war, has been ordered sold, and some rich man who wants a craft of her speed and size is expected to become her owner.

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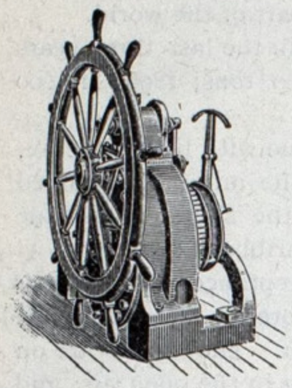

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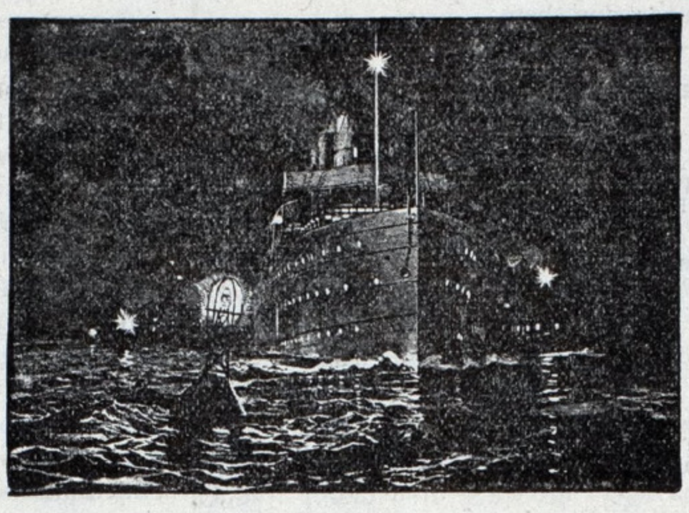


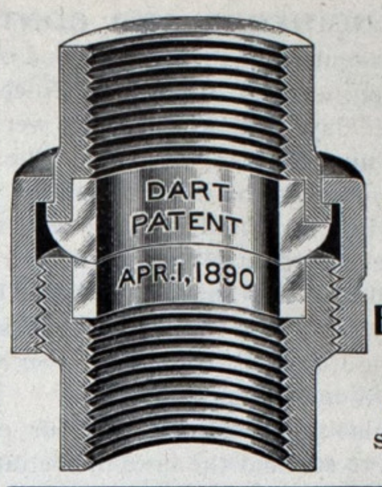
Burn Continuously

from 80 to 365 days and nights without attention, and can be seen a distance of six miles.

Controlled by

THE SAFETY CAR HEATING AND LIGHTING CO.

160 Broadway, New York City.



The Best Union

Made in the U. S.

Mnf'd by the

E. M. Dart Mfg. Co.

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Send for circulars and prices.

Steamers and Tugs

WANTING COAL

will always find a supply at Geo. N. Carleton's large, new coal dock at East Tawas. The best quality Pennsylvania and Ohio coal supplied night or day. Depth of water at dock, 15 feet.

Almy's Patent Sectional WATER TUBE BOILERS.

NOW USED IN

21 Passenger Boats from 70 to 160 ft. long.
61 Steam Yachts from 50 to 180 ft. long.

U. S. TORPEDO BOAT "STILETTO."

Numerous freight and fishing steamers, launches and stationary boilers are giving most excellent results.

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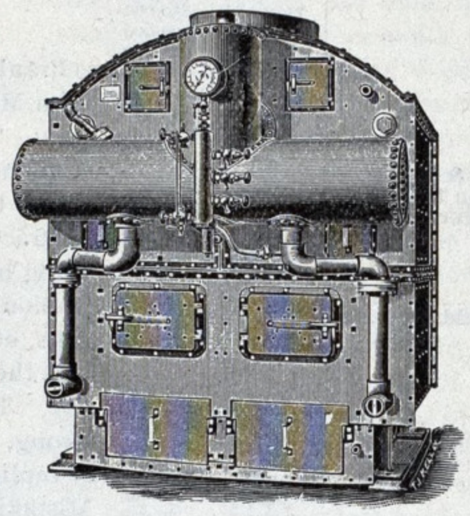

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DREDGING.

57 WADE BUILDING. CLEVELAND, OHIO.

PUBLICATIONS, ETC.

Calendars.—For a good business calendar the one issued by the Insurance Company of North America, Philadelphia, Pa., is pre-eminent, large, printed in two colors, containing the phases of the moon as well as a miniature annual calendar at the foot, with space for a business card from George L. MuCurdy, marine agent for the company at Chicago, leaves nothing further to be desired in the form of an office or business house calendar.

David Kahnweiler's Sons, 437 Pearl street, New York, have issued a large and very handsomely illustrated calendar on which is engraved an excellent picture entitled "Blocking the Channel," sinking of the Merrimac at Santiago Harbor, June 3rd., by Naval Constructor Hobson, U. S. N., representing Hobson and his crew making their escape from the sinking steamship Merrimac on a Kahnweiler metallic life raft.

John S. Parsons, ship chandler and sail maker, Oswego, N. Y., who always issues a very unique and appropriate calender, has taken for his picture effect this year, a view of "Dewey at Manila." Mr. Parsons handles a large quantity of the product of Manila each year, in the shape of manilla rope, hence, the fitting spectacle of Admiral Dewey handling his fleet in that bay. Let us here note that while the port of Manila is spelt as written, the product is spelled manilla, in the old shipshape and accustomed way as written and read in all requisition lists for cordage in the days gone by.

Messrs. Cuddy, Mullen & Co., miners and shippers of steam coal, also fueling agents, at Cleveland, Detroit and the "Soo" rivers, send their patrons a very handsome calendar showing a colored plate of two damsels entitled "The Sisters." We are not informed whether Messrs. Cuddy, Mullen & Co. will forward a copy gratis of their choice annual, by request or otherwise, but no doubt any of their patrons or business associates who desire an extra copy or who may have been skipped at the time of mailing, will be able to secure a copy on notifying the firm by postal card or through personal application at any of their several offices.

"Sketches and Stories of the Lake Erie Islands," by Theresa Thorndale. We have here presented in compact form, a collection of interesting anecdotal features, which, in the author's words are historical, reminiscent, legendary, combined with story and romance, and descriptive of the picturesque scenes in which the islands abound. No more interesting work could have been produced by any writer of celebrity, the author, or pardon us, the authoress, is fully master or mistress of her subject, her newspaper and journalistic work appears to have trained her in that style of writing which endeavors to impart the full gist of the subject being handled, rather than by a useless waste of words, spinning out the situation according to the style of the yellow-back volumes, with which all readers are more or less acquainted. We commend "Sketches and Stories of the Lake Erie Islands" to all interested readers, adults as well as juveniles. The clear, terse, pure diction and style of the author, imparting as it does, a readable pleasure throughout the nearly 400 pages of the book, is a gem of literary merit in its class. Every individual visiting Lake Erie should not be without a copy of Miss Thorndale's history and anecdotal reminiscences for which we predict a very large circulation in the future. From the press of I. F. Mack & Bro., Sandusky, O., price $1, cloth bound.

We have received the Twentieth Annnal of "The Tradesman," Chattanooga, Tenn., containing 248 pages, and replete with valuable information regarding the South, its industries, trade and general commercial development. If ever an organ or journal fulfilled its raison-d-etre, we think The Tradesman can justly lay claim to that distinction. The twentieth annual contains a large number of illustrated and special articles, a review of the Southern ports from Norfolk, Va., to New Orleans, La., also of the traffic facilities offered by land, and we may say that between its covers may be found an epitome of the principal industries now springing into such vigorous growth and life in the South. But few journals have secured the excellent standing, patronage and prestige now held by The Tradesman, and it is but just, in our estimation, to state that its successes are well-merited ones. The laborer is worthy of his hire, and in just such a proportion does The Tradesman's Twentieth Annual furnish the sine-qua-non for those wishing to succeed in business in the Sunny South. As a matter of fact, and after regularly and closely scanning its columns, and not depending solely on the budget contained in the twentieth annual, we believe it to be the only Southern trade journal and advocate which wholly fulfills its mission.

"The Head of the Lakes," No. 1, Vol. 1, comes to our exchange table this week in the form of a 12 x 9 inch 32 page journal, published twice a month at Duluth, Minn. The field of the new competitor for commercial favors includes all mercantile and manufacturing as well as transportation, mining, produce, financial and general trade interests at the head of the lakes, in a word, a journal of business. The publishers happily class Duluth as "The zenith city of the unsalted seas, strategic in situation, marvelous in development," all of which sounds very flattering, yet truthful withal. The Head of the Lakes, in its initial number is well edited, of a clean typographical appearance and a make-up second to no other journal of its class published, indeed, it has all the signs of a well established and prosperous commercial educator, in this, its initial number, and we should say that it but needs to maintain such a standard to find itself, under the present judicious and skillful pilotage, carried along to the haven of journalistic financial success in a succession of successes. We hail our contemporary at the head of the lakes with good cheer and best wishes for its steady progress, prosperity and influence. Every venture started is of incalculable benefit to a wide community, and The Head of the Lakes has a fair field with everything in its favor in the vicinity of the "Zenith City of the Unsalted Seas."

VISIBLE SUPPLY OF GRAIN

As compiled for The Marine Record, by George F. Stone, Secretary Chicago Board of Trade.

CITIES WHERE STORED.	WHEAT. Bushels.	CORN. Bushels.	OATS. Bushels.	RYE. Bushels.	BARLEY Bushels.
Buffalo	3,375.000	821.000	313.000	133.000	1,856,000
Chicago	3.704 000	6,671.000	1,488 000	452.000	661,000
Detroit	276 000	535.000	4 000	18.000	85,000
Duluth and Superior	3.752.000	1,536 000	250.000	60,000	423,000
Milwaukee	17.000	.....	4,000	2,000	84,000
Montreal	21,000	25.000	114,000	4.000	4.000
Oswego	.....	163,000	.....	.....	83,000
Toledo	448 000	750,000	116.000	10,000	.....
Toronto	133.000	.....	7.000	.....	38.000
Grand Total	27.358,000	20,935.000	6,402,000	1,386,000	4,025.000
Corresponding Date, 1897	38.863.000	39.513,000	14.310,000	4,100,000	4.070.000
Increase	465,000	1,809.000	573,000	9,000	63,000
Decrease	.....	.....	.....	.....	.....

While the stock of grain at lake ports only is here given, the total shows the figures for the entire country except the Pacific Slope.

Ths U. S. torpedo boat Lawrence, soon to be launched at Weymouth, Mass., will be christened by Miss Ruth Lawrence, of New York City, a daughter of Judge Abraham R. Lawrence, of the Supreme Court.

CORRESPONDENCE.

☞We do not hold ourselves responsible in any way for the views or opinions expressed by our correspondents. It is our desire that all sides of any question affecting the interests or welfare of the lake marine should be fairly represented in THE MARINE RECORD.

STRANDING IN THICK WEATHER.

CHICAGO, January 9, 1899.

To the Editor of the Marine Record:

The cause of stranding in thick weather is usually an error in the ship's reckoning by compass and log, produced by errors in the courses and distances made good from a known point of departure.

The reckoning by compass and log for any course consists of the course steered and the following four corrections: 1, for deviation; 2, for leeway; 3, for current; 4, for variation; which applied to the course steered furnish the course made good. The distance made good consists of the distance by patent log corrected for current. Thus, the reckoning for the place the ship is in is composed of five elements for the course, and two elements for the distance, together seven elements. From which it is obvious that if any of the elements entering into the reckoning are wrong, the position of the vessel found by compass and log will also be wrong.

The variation is usually obtained from the chart; leeway is easily determined during the voyage; the deviation may be ascertained before leaving port and during the voyage; but the corrections for current can only be ascertained during the voyage, which, as a rule, is neglected, and therefore the principal cause of stranding. The reckoning by compass and log, generally called "dead reckoning," is dead, or of no account when the corrections for current are wanting.

On the high seas, with plenty of sea room left, an error in dead reckoning is of little consequence, because of being rectified by subsequent astronomical observations; and when near the land in clear weather, by bearings. But in thick weather there is no chance for verifying position, neither by bearings nor by astronomical observations, and vessels have, therefore, entirely to depend upon the reckoning by compass and log; and in the vicinity of land, if this reckoning is not correct, disaster generally follows.

On account of the ease with which in clear weather errors in the reckoning are rectified, vessels have become oblivious of the means for correcting position in thick weather and of ascertaining set and drift of current independently of the methods used in clear weather. Negligence in this respect has gone so far that, in fact, no facilities for determining the corrections for curren are found aboard of any vessel, and the lack of such facilities is the principal cause of errors in courses and distances, and consequently of stranding also.

Carelessness in equipping vessels with proper instruments for coasting in thick weather and the failure consequent upon it, of keeping a correct account of the place the ship is in, is the prevailing fashion of which owners and underwriters are sometimes forcibly reminded when making good the losses by stranding.

Neglecting the corrections for current in the vicinity of land is the rule with graduates of nautical academies, as well as with unlettered sailors, who claim that stranding is always due to errors of the compass, ignorant of the fact that not only the compass, but the log, the current, or the wrong application of any of the corrections may be the cause.

There are, however, other factors which may contribute towards stranding in thick weather. The course made good is composed of five different elements, all of which are liable to unavoidable errors. If each element differs only ½ degree from its correct value, and all errors have the same sign, the error in the course made good will be 2½ degrees, or nearly ¼ point, which is equivalent to a sideway error in position of $\frac{1}{20}$ the distance run, and on a run of 100 miles will amount to 5 miles to the right or left of the intended course. These errors can only be guarded against by the judicious use of the lead, the study of which is frequently neglected, and stranding in thick weather the result.

Verifying position in thick weather by the lead is sometimes one of the most intricate problems in navigation which mediocrity is unable to solve, and, therefore, has to take the consequences.

JOHN MAURICE,
Civil Engineer and Nautical Expert.

MASTER'S WAGES.

CHICAGO, Jan. 10, 1899.

To the Editor of The Marine Record:

Will you please inform me through the columns of the MARINE RECORD what recourse a captain has for obtaining his wages after having accepted a note duly indorsed, etc., but which later proved valueless.

A SUBSCRIBER.

The master's status in the case stands precisely where it did before accepting the note, which he supposed in all good faith was a quid pro quo. It is perhaps sufficient in this instance to state that the master can, like any other employe, sue the person who engaged him for his salary. But he has an additional remedy in his claim against the vessel, and this he can prosecute even after he has left her, and in due course, furthermore, the fact that the ship may have changed hands by process of sale, or been taken posession of by a mortgagee, will not bar his right to be reimbursed for his outlay or actual wages. We are of opinion that Subscriber has simply to put the wheels of justice in motion to secure full and complete reparation, this of course as there is no special conditions resting in the case besides the acceptance of a valueless piece of paper. The foregoing will apply with equal force to the inquiry from a master now in the Dominion of Canada.—ED.

THE NICARAGUA BUBBLE.

To the Editor of the Marine Record:

The MARINE RECORD is entitled to commendation for the interest manifested in advocating the development of home interests—for the publication of an article favoring the construction of deep waterways from the lakes to the ocean. The fact that this nation with wealth nearly double that of any other under the sun, has to depend on a country of about the population and resources of Ohio to get a moderate sized vessel from the lakes to the seaboard, indicates a lamentable lapse of business enterprise, to say nothing of statesmanship. A British city of only about one-fifth the population of Greater New York, expended $80,000,000 for a ship canal to the ocean from her docks; yet the slumbering Gothamites and citizens of the ports of the Great Lakes scarcely raise a protest when wrong headed legislators propose to squander millions of the people's money on uncalled for and unnecessary enterprises like the Nicaragua canal, which its advocates claim will do a traffic of only about 6,000,000 tons annually, while the deep waterway from lakes to ocean would surpass it sevenfold, and the saving on transportation rates would be enormous. On the southern shore of Lake Erie is two hundred miles of the richest coast line in the world, and with a ship canal to the ocean Ohio would soon become the empire state. Her iron and coal deposits, oil, gas, fertility of soil, splendid climate and great advantages for distributing her products, together with a progressive and industrious population would soon place her in the lead. With the Miami and Erie canals enlarged, and a ship canal from the east end of Lake Erie to the ocean, the products of the lakes could go to the Gulf of Mexico, and to Cuba, and to Hawaii and the Philippines through the Panama canal, or to Europe by the eastern ship-canal. At present nearly 3,500 vessels, with a tonnage of about 1,500,000 are bottled up; and deep waterways are not only demanded for commercial purposes but also for military.

Not a dollar for the foreign ditch, but millions for home ship canals and the consequent employment of home labor.

OHIOAN.

VESSELS CLASSED.

Vessels classed and rated by the American Bureau of Shipping in the "Record of American and Foreign Shipping" this week are as follows: American schooner, Frances M; five masted schooner, Nathaniel T. Palmer; three masted schooner, Julia Frances, and Swedish screw, J. A. Gripenstedt.

The Fulda and the Werra, two steamers of the North German Lloyd Steamship Company's fleet have been sold to the Canadian Steamship Company, limited, of London, which has begun a service from Milford Haven to the St. Lawrence.

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Tensile strength of plates one-quarter inch thick, upward of 78,000 lbs. per square inch. Torsional strength equal to the best machinery steel. Non-corrosive in sea water. Can be forged at cherry red heat. Round, Square and Hexagon Bars for Bolt Forgings. Pump Piston Rods. Yacht Shaftings, etc. Rolled Sheets and Plates for Pump Linings and Condenser Tube Sheets, Centerboards, Fin Keels and Rudders.

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J. G KEITH & CO., - 138 Rialto Building, Chicago, Ill.
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Lake Marine Department, GEORGE L. McCURDY. MANAGER. CHICAGO, ILL.

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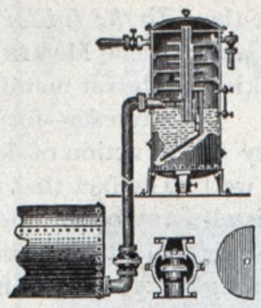

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Made in all Sizes and to Suit all Conditions.

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Paddle Wheel Machinery

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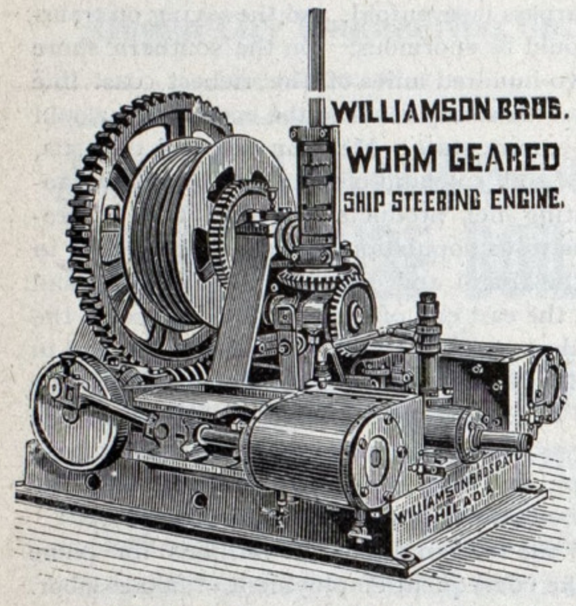

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With either Fractional, Spur or Worm Gear of Various Patterns to Suit all Purposes.

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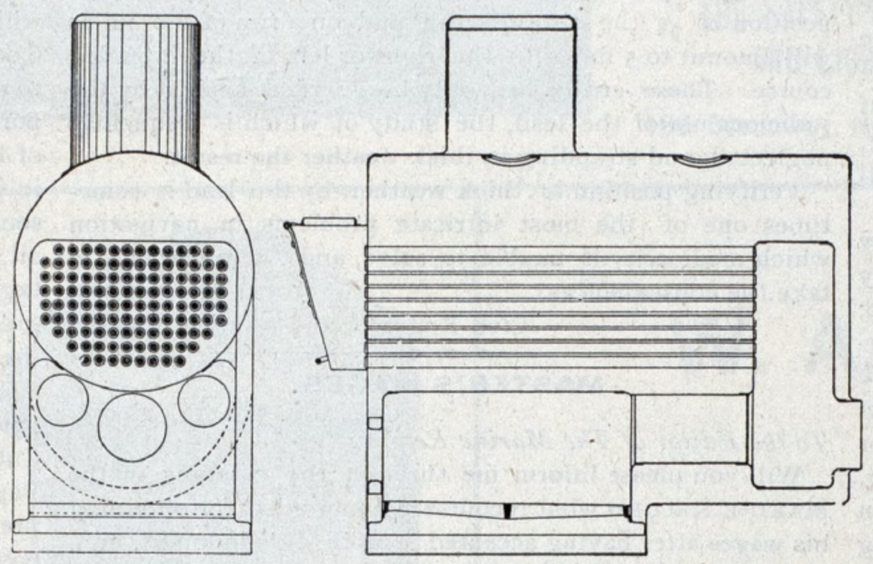

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They give perfect satisfaction.
They are easily kept clean, and the crown sheet being cylindrical in form requires no bracing.

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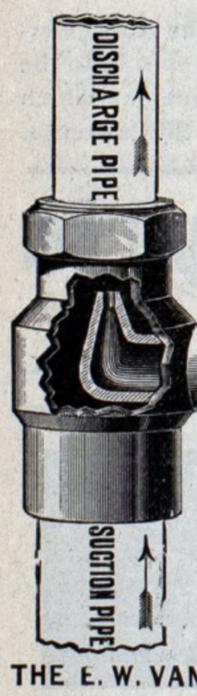
Instruction given in Navigation and Nautical Astronomy. Correct magnetic courses furnished for all par s of the lakes. Repairing of nautical instruments attended to.

Use the Vanduzen Steam Jet... PUMP

THE BEST STEAM JET PUMP IN THE WORLD.



It pumps the most water using the least steam.

Its cost is a little more than the common syphon, but will use only one-third the quantity of steam; and it takes coal (? of $) to make steam.

The only reliable Jet Pump for fires on steam vessels.

A No. 7 Pump, costing $25.00, will force water through 50 feet of hose and throw a ¾-inch solid stream of water 75 feet from end of nozzle without fail as long as there is water at end of suction pipe. It will not *freeze*. Has no *valves*.

Every pump guaranteed. Ask your ship chandler for them, or write to us for illustrated catalogue.

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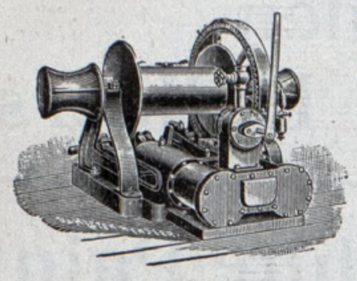

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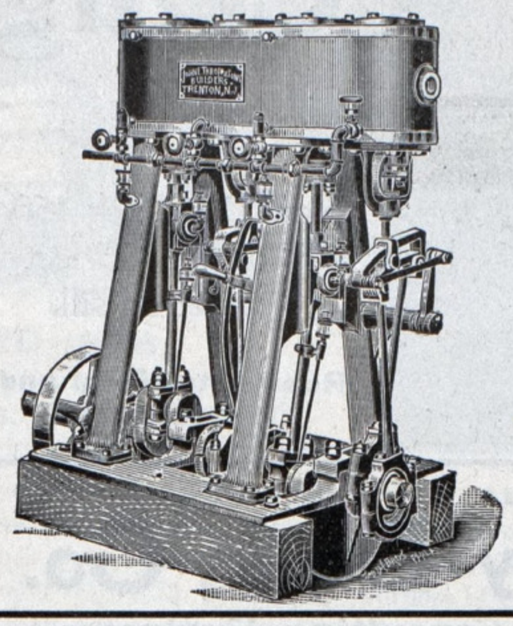

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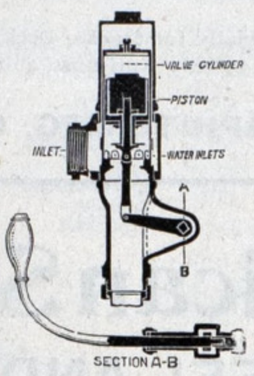

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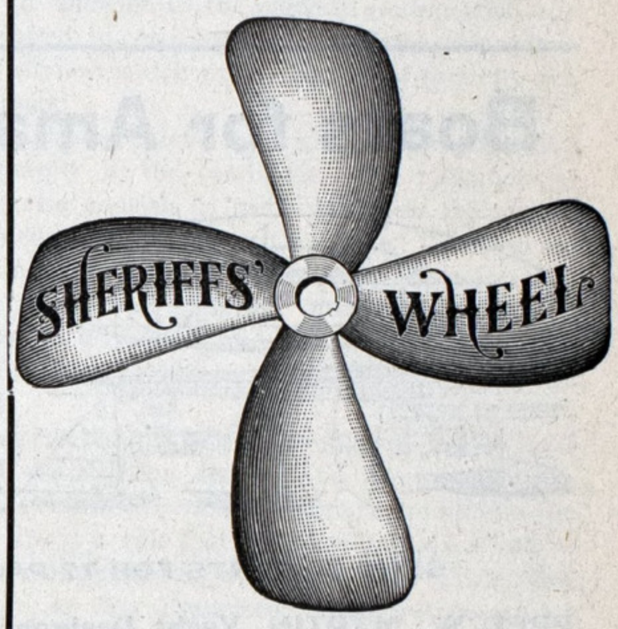

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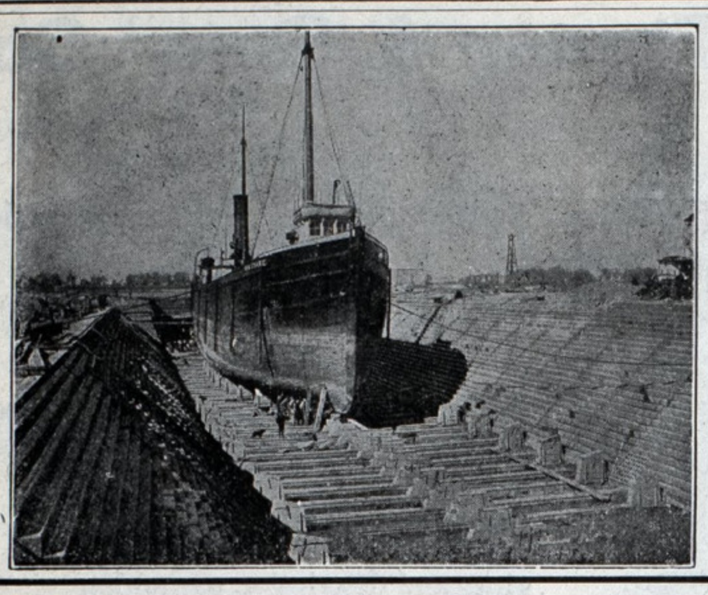

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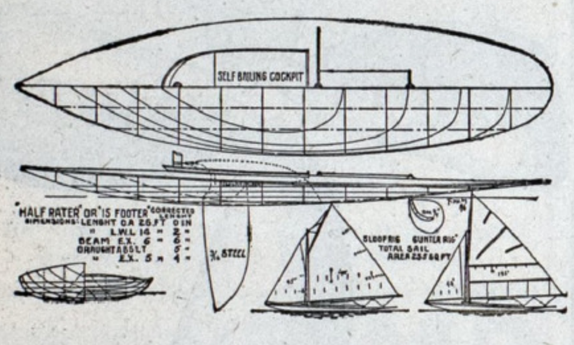

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